

557 WELLINGTON ST

PLANNING RATIONALE + DESIGN BRIEF

IN SUPPORT OF THE OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW
AMENDMENT OF 557-584 WELLINGTON STREET AND 550 ALBERT STREET

MAY 30, 2017



557 WELLINGTON STREET
PLANNING RATIONALE + DESIGN BRIEF

Prepared for the City of Ottawa Real Estate Partnerships and
Development Office

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CONTENTS

1.0 INTRODUCTION	1	4.0 PROPOSED DEVELOPMENT CONCEPT	24
1.1 STUDY PURPOSE	1	4.1 CONCEPT OVERVIEW	24
1.2 THE OFFICIAL PLAN AMENDMENT	1	4.2 ILLUSTRATIVE SITE PLAN	25
1.3 THE ZONING BY-LAW AMENDMENT APPLICATION	1	4.3 EASTERN PARCEL PLAN	26
1.4 DIVISION OF THE SITE	2	4.4 WESTERN PARCEL PLAN	27
2.0 SITE CONTEXT	3	4.5 LAND USE STATISTICS	28
2.1 NEIGHBOURHOOD CONTEXT	3	4.6 DEVELOPMENT SECTIONS	29
2.2 CITY CONTEXT	5	4.7 SHADOW ANALYSIS	30
2.3 AMENITIES MAP	7	4.8 BUILDING TYPOLOGIES	32
2.4 TRANSIT NETWORKS	8	4.9 PUBLIC REALM TYPOLOGIES	33
2.5 CYCLING AND PATH NETWORKS	9	4.10 BUILDING TYPOLOGIES; ATRIUM CONNECTION/LRT POTENTIAL BUILD-OVER	35
2.6 ACTIVE TRANSPORTATION	10	4.11 DEVELOPMENT STATISTICS	37
2.7 ROAD NETWORK	11	4.12 PERMITTED USES	37
2.8 SITE CONTEXT	12	5.0 CONCLUSIONS	38
2.9 SURROUNDING AREA	14		
3.0 POLICY AND REGULATORY ENVIRONMENT	16		
3.1 PURPOSE OF THE OFFICIAL PLAN AMENDMENT	16		
3.2 PURPOSE OF THE ZONING BY-LAW AMENDMENT	16		
3.3 PROVINCIAL POLICY STATEMENT (2014)	16		
3.4 CENTRAL AREA SECONDARY PLAN	20		
3.5 ESCARPMENT AREA DISTRICT PLAN	21		
3.6 DOWNTOWN OTTAWA URBAN DESIGN STRATEGY	21		
3.7 URBAN DESIGN GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT	21		
3.8 URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING	22		
3.9 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW (2008-250)	22		

1.0 INTRODUCTION

1.1 STUDY PURPOSE

Fotenn Consultants Inc. has been retained by the City of Ottawa to assist with applications and conceptual plans to accommodate a range of uses and building heights at the site known as 557-584 Wellington Street and 550 Albert Street ("The site") in keeping with the previously approved Escarpment Area District Plan. The design at this time is conceptual in order to permit the various uses and expected heights, furthermore a Request for Qualifications, followed eventually by a design competition, will determine the final design of the Library. In order to prepare the site for development, Official Plan Amendment and Zoning By-law Amendment applications are required.

1.2 THE OFFICIAL PLAN AMENDMENT

The site is located within the boundaries of the Central Area Secondary Plan. More specifically, the site is located within the LeBreton Flats sub-policy area. Schedule Q of the LeBreton Flats policy area designates a portion of the site as "Residential" and Map 4 of the Secondary Plan limits heights on the subject property to between six (6) and eight (8) storeys for the majority of the site while the southeastern portion of the site has no listed height limit.

The site is currently subject to two (2) land uses including Residential and General Mixed Use.

Lands directly north of the site are designated Heritage for Ottawa's Fleet Street Pumping Station and Open Space. The community located south of the site is primarily residential, with the exception of St. Vincent Hospital. Further east of the site is primarily Office uses within Ottawa's Central Business District.

The proposed Official Plan Amendment would amend the Secondary Plan to designate the entire site (557 Wellington, 584 Wellington and 550 Albert) as "Mixed-Use" in order to permit a range of uses including but not limited to residential, retail, office and institutional. The Amendment would further permit a maximum height of twenty-five (25) storeys on the 584 Wellington portion of the site and a height limit of 40 m on the 557 Wellington site where the new Central Library is to be located.

1.3 THE ZONING BY-LAW AMENDMENT APPLICATION

The site is subject to several zones. Moving east to west, the site is currently zoned: "Residential Fifth Density, Subzone O, Exception 951, Maximum Height 20 metres (R5O[951] H(20))", "General Mixed Use Zone, Subzone 7, Exception 119, Maximum Height 25 (GM7[119] H(25))" and "General Mixed Use, Subzone 7, Exception 119, Maximum Height 33 (GM7[119] H(33))" in the City of Ottawa Comprehensive Zoning By-law (2008-250).

The proposed Zoning By-law Amendment would amend the zoning of the subject property to "Downtown Mixed-Use" and establish several site specific provisions to be included as a new Exception. These provisions include:

- / Maximum permitted height of 83 m at 584 Wellington and Maximum permitted height of 40 metres at 557 Wellington
- / No minimum landscaped area for low-rise residential buildings
- / Required parking may be located on any lot within this zone
- / Permit an outdoor commercial patio within 30 m of a residential zone without the need for a screen, structure or minimum 2 m wall
- / Include Amusement Park as a permitted use on site

Note that these amendments do not affect 550 Albert Street, a separate Zoning Amendment application will be required, if so desired, in the future.

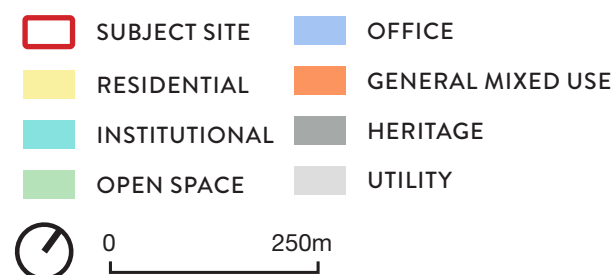


Figure 1: City of Ottawa Land Use Map 2011

1.4 DIVISION OF THE SITE

The site parcels are owned by the City of Ottawa and National Capital Commission (NCC). The City of Ottawa owns 557 Wellington Street, and the National Capital Commission owns 584 Wellington Street and 550 Albert Street.

With regards to 550 Albert Street, it is understood that the Slater/Albert and Bronson intersection may be reconfigured in the future once light rail is operational and road intersection improvements are examined. This may allow for improved access and potential future development. As part of the South LeBreton Sector of the Escarpment Area District Plan, this site has been included as part of the Official Plan Amendment application.

The zoning for this portion of the Lands, however, currently permit medium density residential development. As no amendments are proposed for this portion of the site, the concept is shown to meet the existing zoning.



SUBJECT SITE

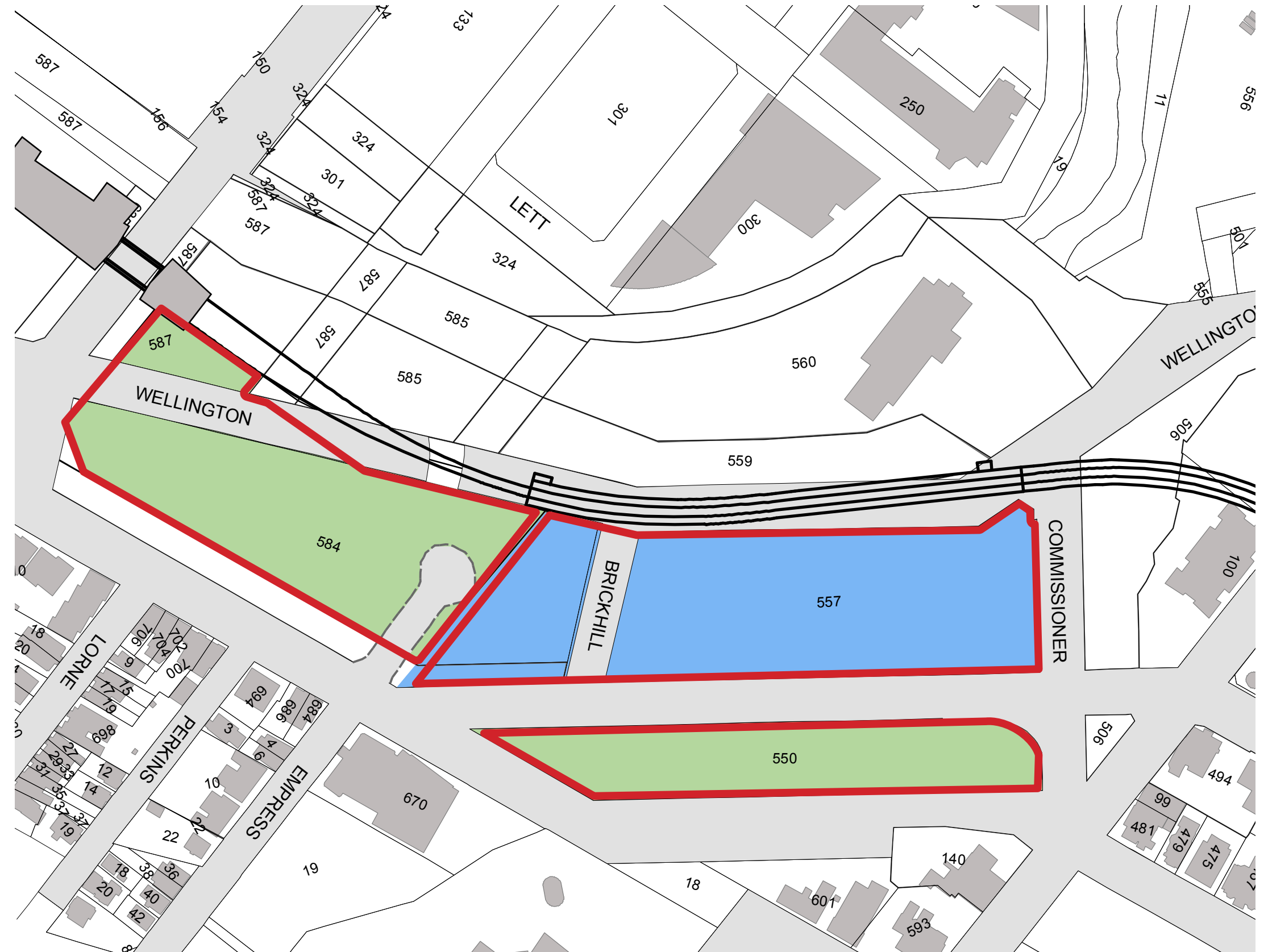


Figure 2: Property Parcel Division

2.0 SITE CONTEXT

2.1 NEIGHBOURHOOD CONTEXT

The site is located on the edge of Ottawa's downtown, approximately 1.5 kilometres from Parliament Hill, amongst some of Ottawa's fastest growing neighbourhoods, including Hintonburg, West Centretown, and Centretown.

The site is located within the LeBreton Flats neighbourhood, adjacent to the NCC LeBreton Flats redevelopment site, Phases I-III of Claridge's LeBreton Flats development, and the Windmill/Dream Zibi development.

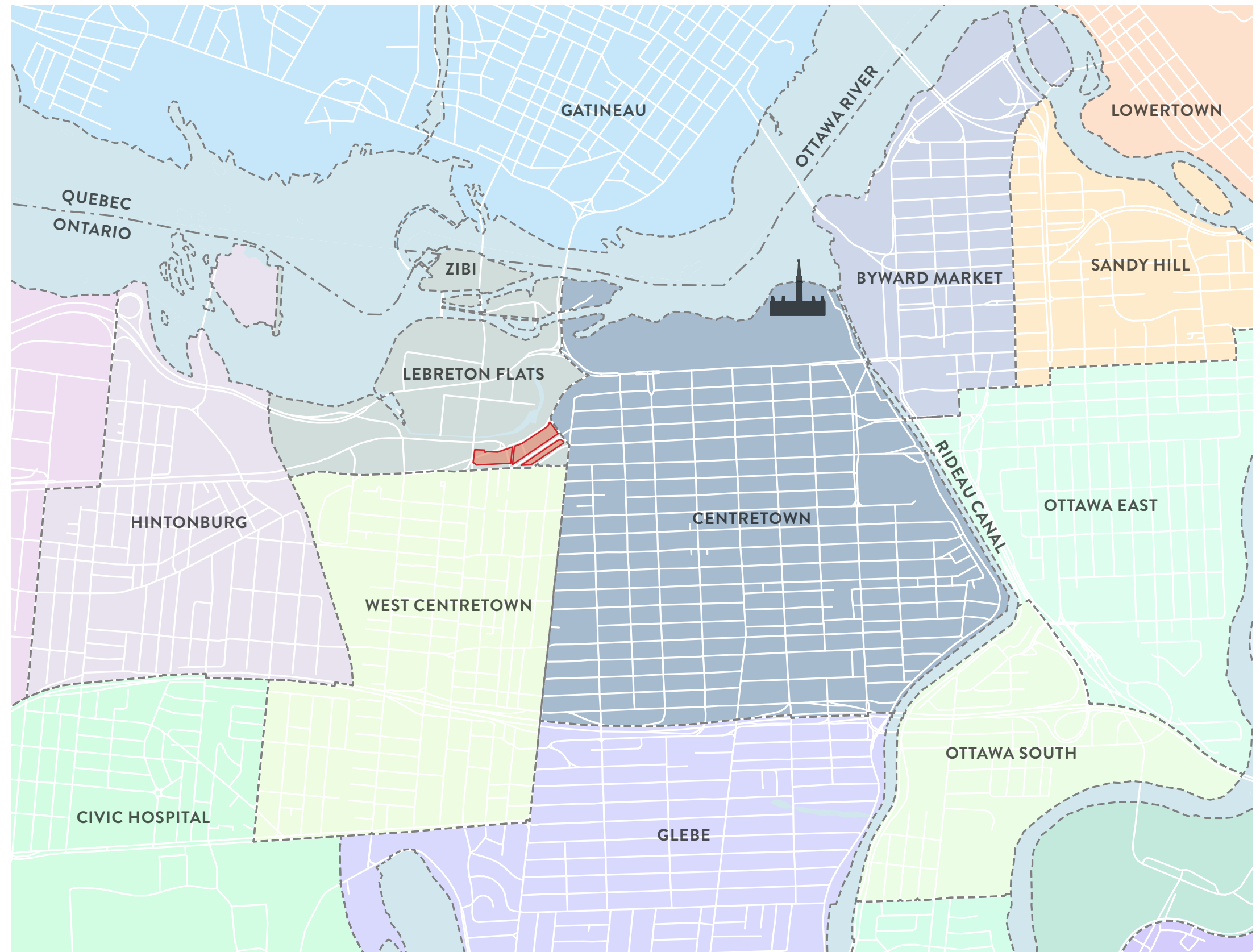
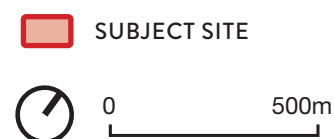


Figure 3: Neighbourhood Context Map



Figure 4: War Museum and Aqueduct

2.2 CITY CONTEXT

The site is well situated amongst a number of points of interest including the War Museum, Parliament of Canada, City Hall, the Art Gallery of Canada, The National Arts Centre, Place du Portage, Zibi and the LeBreton Flats redevelopment.

The LeBreton Flats redevelopment will be a 4,400 unit mixed-use development including various attractions such as the proposed Sensplex, located within a 10 minute walk of the subject site.

Located further north of the site is Zibi, a world-class sustainable community and redevelopment project located along the Ottawa River waterfront in both Ottawa and Gatineau including approximately 1,200 condo units.

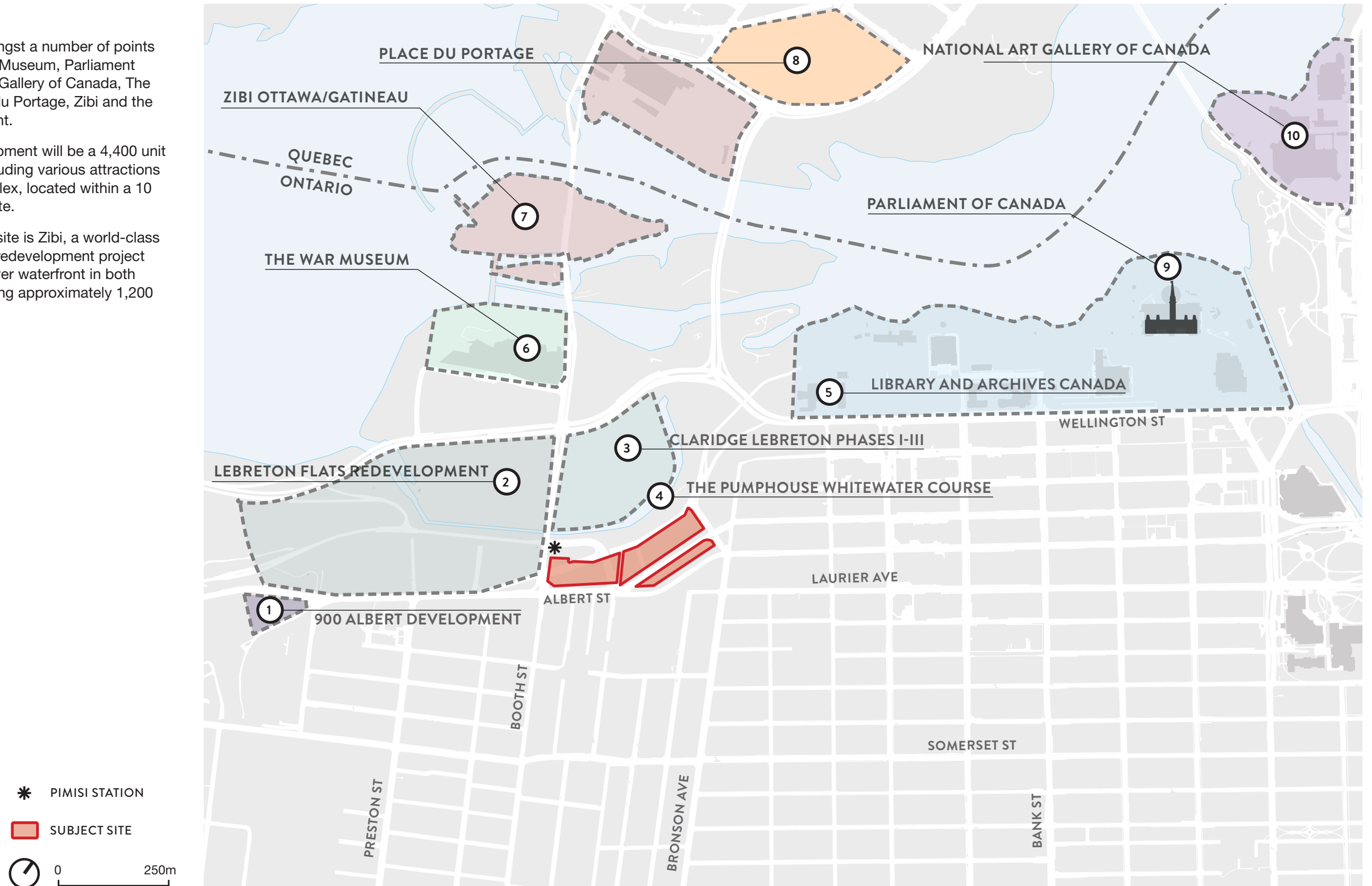


Figure 5: City Context Map



Figure 6: 900 Albert Development



Figure 7: 'The Pumphouse' Whitewater Course



Figure 16: Zibi Redevelopment Render

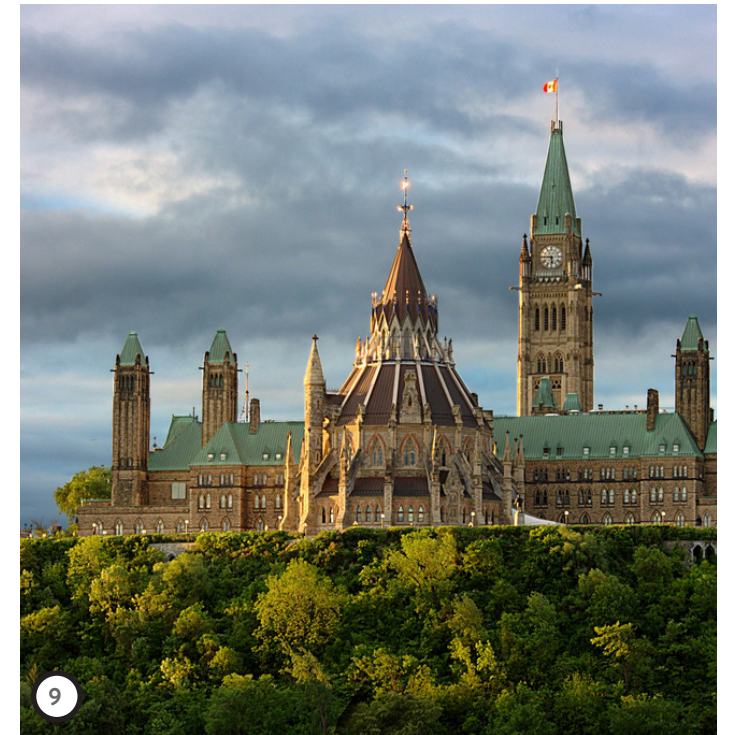


Figure 12: Parliament of Canada



Figure 15: LeBreton Flats Redevelopment Render



Figure 14: Library and Archives Canada



Figure 9: Place du Portage



Figure 13: LeBreton Flats Claridge Phase I



Figure 11: The War Museum



Figure 8: Art Gallery of Canada

2.3 AMENITIES MAP

The site is located in proximity to the following major community amenities:

- / Saint Vincent Hospital
- / Several parks including Bronson Park, Garden of the Provinces and Territories, Primrose Park, Vimy Place and the NCC River Trail System
- / LeBreton Flats and Bay Street Transitway Stations and the future Pimisi LRT Station
- / The War Museum
- / Dalhousie Community Centre
- / Several schools including Centennial Public School, and St. Patrick Adult High School
- / Good Companions Seniors' Centre

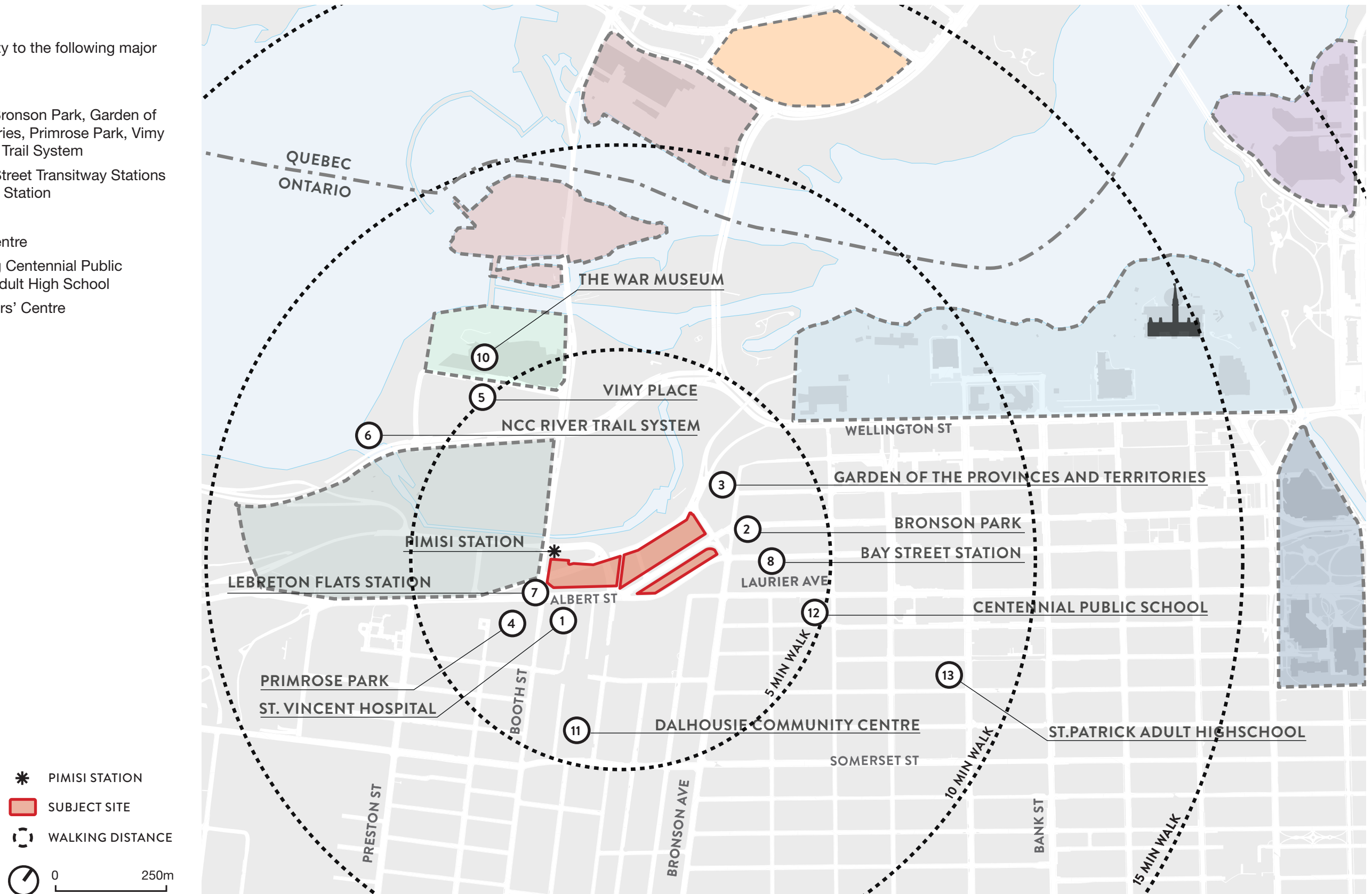


Figure 17: Amenities Map

2.4 TRANSIT NETWORKS

The site is well-served by a number of transit modes including local bus routes, the Transitway and the future LRT line which provides access across the city. Pimisi Station, part of the 12.5 kilometre Light Rail Transit system, is planned adjacent to the west end of the site at Booth Street. Pimisi Station began construction in January 2016 and full revenue service on the Confederation Line is scheduled to begin in May 2018. The density of transit stations will bring a large population to the area daily. Any future development should then provide accessibility to the stations including, walkways, multi-use pathways and cycling lanes.

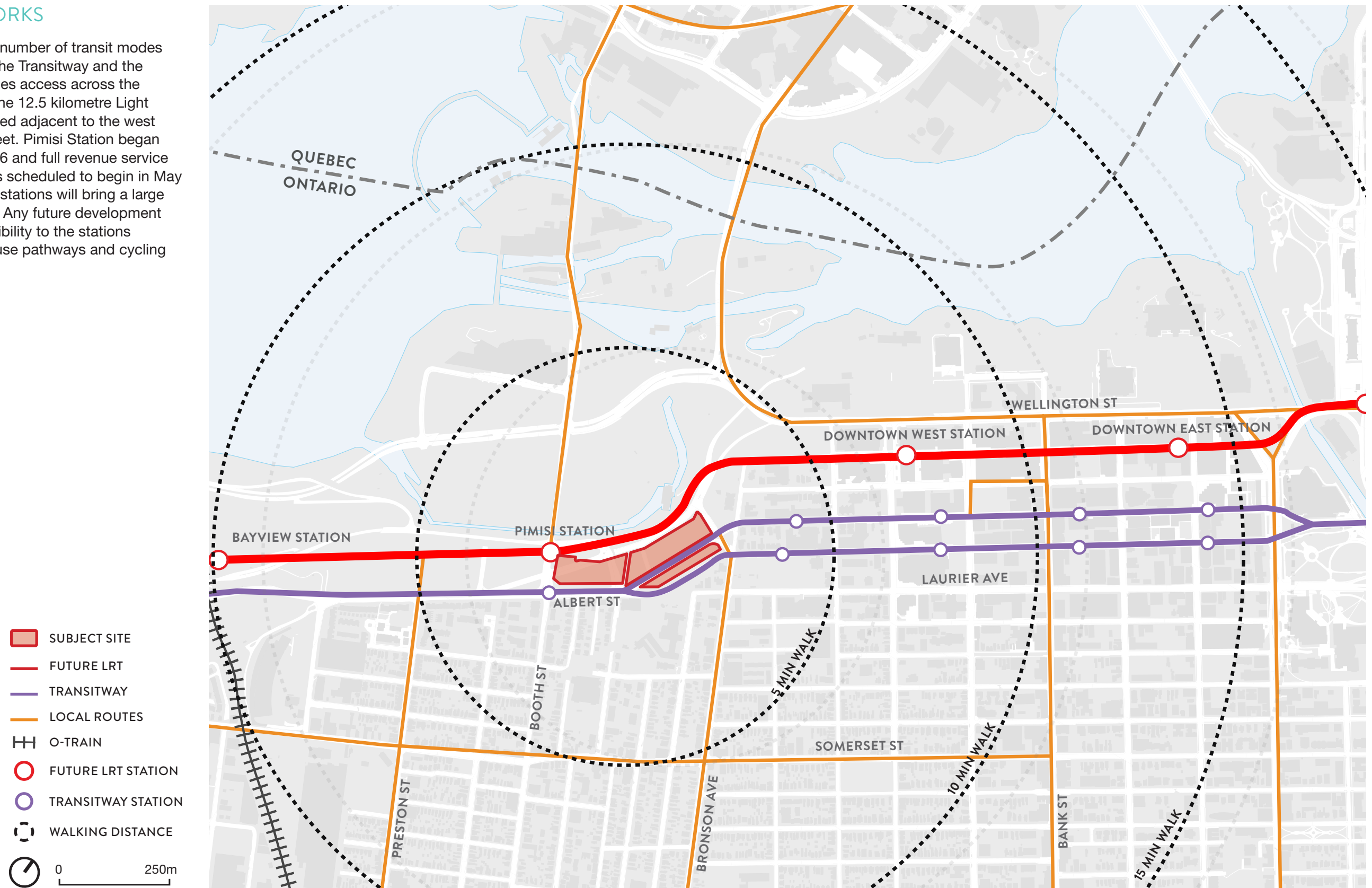


Figure 18: Transit Network Map

2.5 CYCLING AND PATH NETWORKS

The site is surrounded by a variety of cycling infrastructure. A multi-use pathway has recently been included on Albert Street, linking to the network of NCC recreational trails along the Ottawa River waterfront with access into Gatineau, Westboro, and Downtown Ottawa. A link to Pimisi station from the subject site, as well as north and west of the site linking to Claridge, Zibi and Phase II LeBreton Flats lands, is also planned.

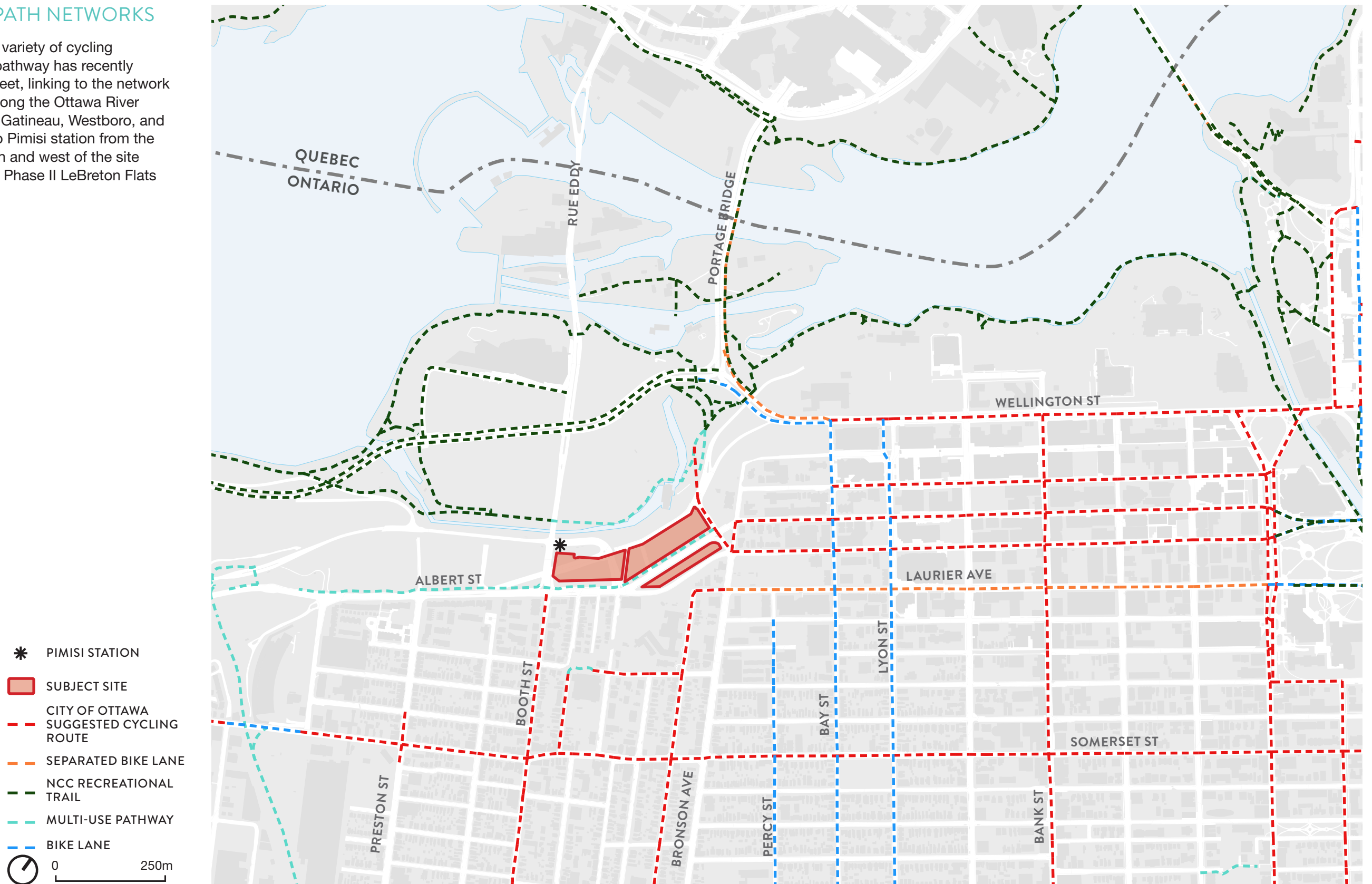


Figure 19: Cycling Network Map

2.6 ACTIVE TRANSPORTATION

Both residents and visitors of the subject site have access to a number of transportation modes which span across the City of Ottawa. The network will continue to develop to improve future connection to the LeBreton Flats redevelopment.

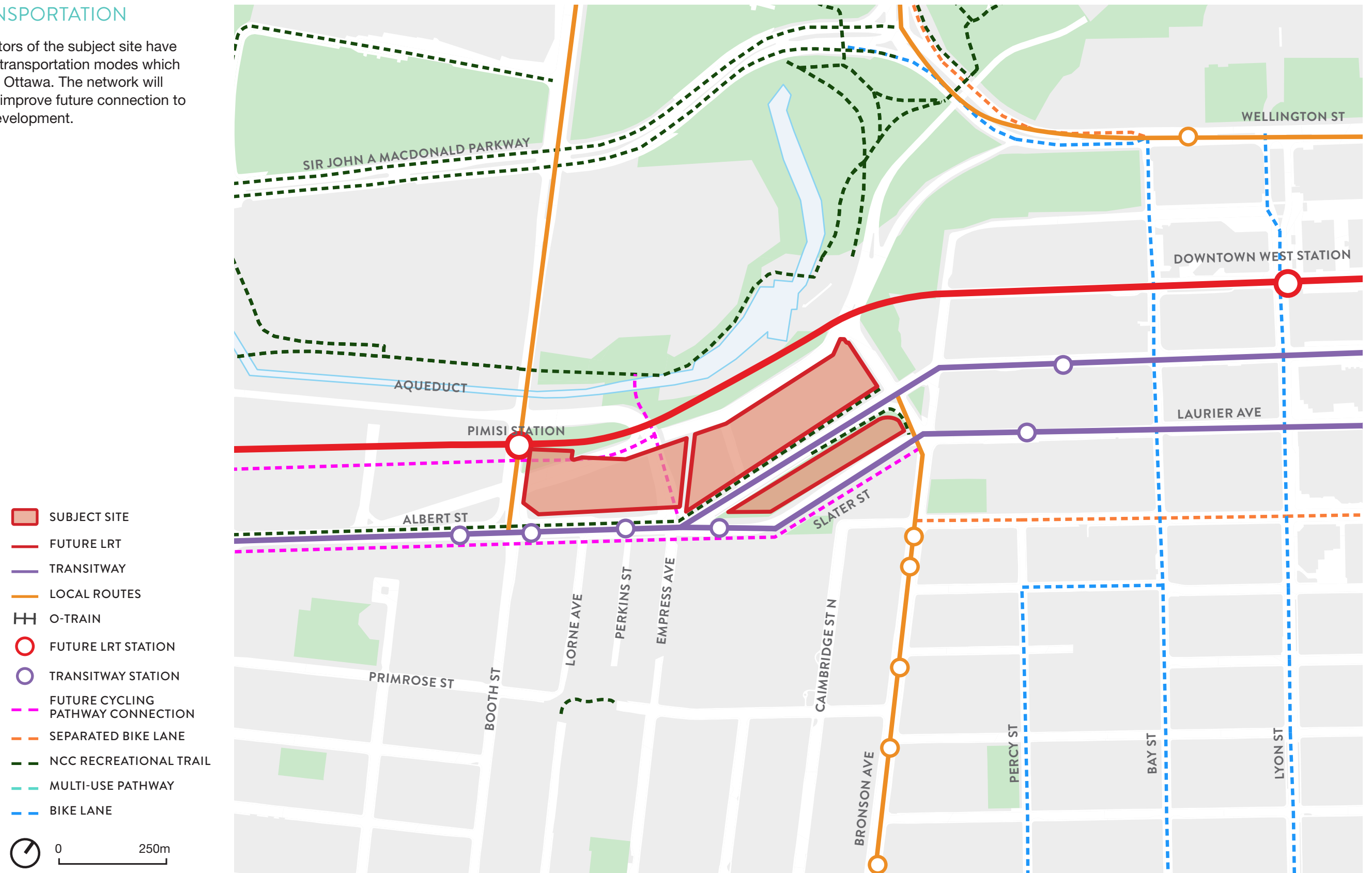


Figure 20: Active Transportation Network Map

2.7 ROAD NETWORK

The site has frontage along Albert Street, Commissioner Street, Slater Street and Booth Street. Albert Street is a four-lane east-west road identified as an Existing Arterial on both Schedule F of the Official Plan. Slater Street is a three (3) lane Existing Arterial while Booth Street is a five (5) lane north-south roadway also identified as an Existing Arterial on Schedule F. Albert Street also accommodates a Multi-Use Pathway which borders the southern lot line of the site. Booth Street was recently modified to a four (4) lane bridgeway in order to cross above the LRT line. Commissioner Street is a two-lane, north-south Local Street which borders the site's eastern lot line and provides access to Wellington Street.

As arterial roadways, Albert Street, Slater Street and Booth Street are designed to carry high volumes of traffic over long distances while accommodating all modes of transportation. Other arterial roads in the area include Bronson Avenue and Laurier Avenue, east of the site.



Figure 21: Road Network Map

2.8 SITE CONTEXT

The site is located on the north of Albert and Slater Streets, west of Bronson Avenue and east of Booth Street. The property is largely comprised of a through-lot with a total area of approximately 2.38 hectares (5.88 acres), approximately 410 metres of frontage along Albert Street, approximately 80 metres of frontage on Booth Street and approximately 57 metres along Commissioner Street with a depth ranging between approximately 56 to 73 metres. Another portion of the property is located between Albert Street and Slater Street and measures approximately 0.61 hectares (1.5 acres) with approximately 232 metres of frontage. The property is unique in that it is an amalgamation of a number of lots owned by both the City of Ottawa and the National Capital Commission, and is irregular in shape.

The site is generally vacant, however the northeastern portion of the site is being used as staging grounds during the construction of the City of Ottawa Light Rail system. These temporary staging grounds are being used for parking and trailers and a two (2)-storey building. Access to the site is currently provided from Commissioner Street, Albert Street, and Booth Street.

The site is located in the northwest corner of Ottawa's downtown core, adjacent to LeBreton Flats and in very close proximity to the LeBreton Flats Transitway Station as well as the Albert/Slater transit corridor. LeBreton Flats is the site of an ongoing urban infill project which has previously been the subject of a master planning process. Extensive site remediation has resulted in only a few buildings being constructed to date, though the Master Plan approved for the area contemplates the area as a major residential node.

The Sir John A. Macdonald Parkway is north of the site and runs along the south side of the Ottawa River providing a major scenic gateway to the downtown core from the west end of the city.

The site also sits within both the Study Area and the Area of Influence of the Ottawa Area Escarpment Plan.

 SUBJECT SITE

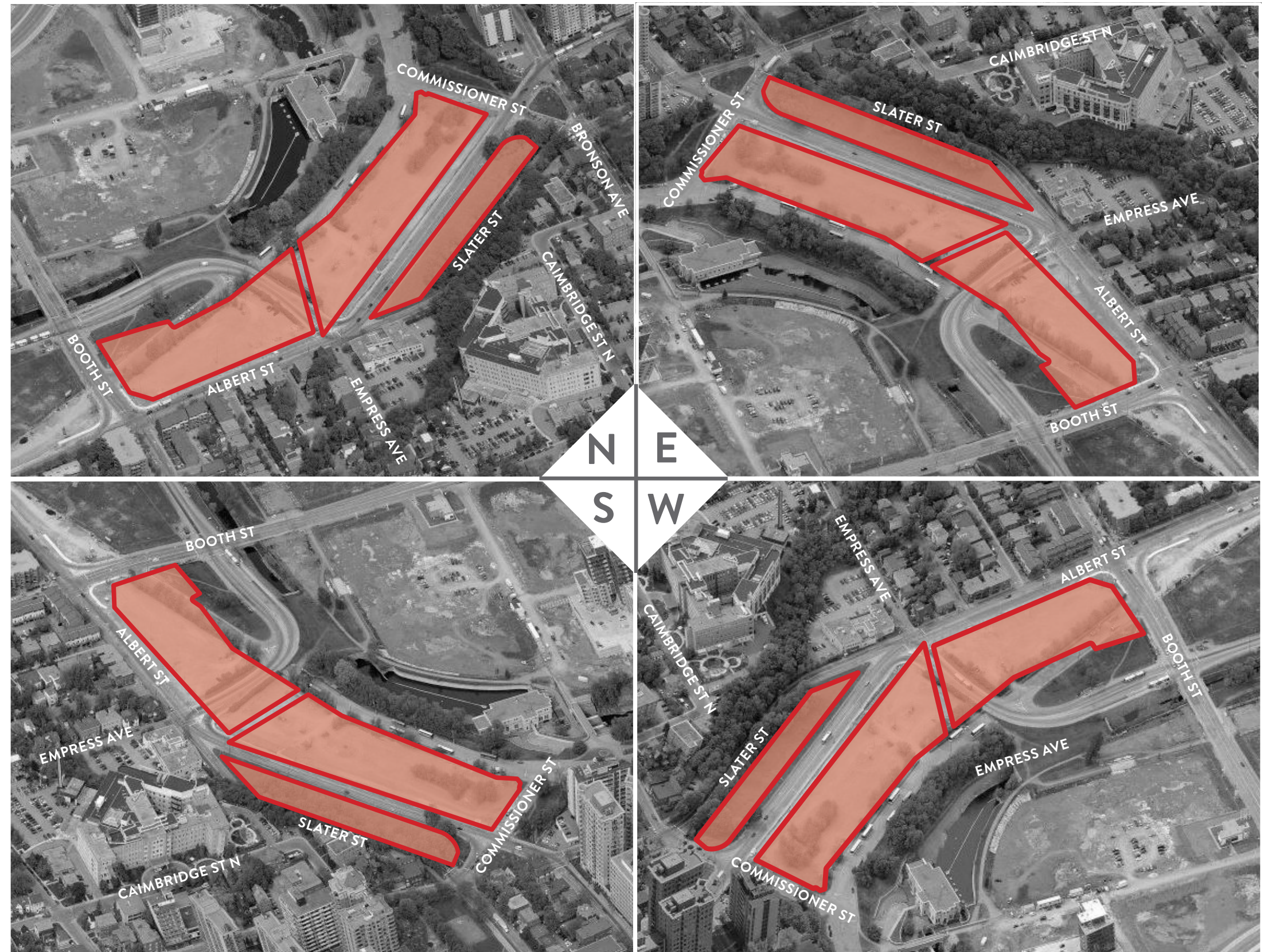


Figure 22: Site Views

2.9 SURROUNDING AREA

The following outlines an inventory of uses in close proximity to the subject site:

- / North: The area north of the site is the first and second phases of the initial NCC redevelopment of LeBreton Flats which includes a mid-high-rise residential condominium built in 2008 and mid-low-rise condominium completed in 2016. The City of Ottawa's Fleet Street Pumping Station is also located north of the project. Northwest of the subject site is vacant land, which is temporarily used as staging grounds for the construction of the LeBreton Condos, the City's Heritage Overlay denoting them as structures of heritage significance.
- / East: East of the site is the Centretown West community which consists of a wide range of uses and forms from low-rise to high-rise buildings with Residential, Office, Retail and Hotel uses located throughout the area.
- / South: South of the site is largely low-rise residential dwellings with some retail commercial uses. The one main exception is the mid-rise St. Vincent Hospital and the Dominican University College, slightly further south. South of the site is also the border of the escarpment area which includes a significant elevation change for properties south of Slater Street.
- / West: West of the site is vacant land that forms part of the future LeBreton Flats redevelopment site, currently under study with the NCC. Recently, the "Illumination LeBreton" project was selected as the premiere development option for the site. This concept will include a new downtown arena for the Ottawa Senators, as well as a range of Retail, Office, and Residential development.



Figure 23: Site Photos Key



3.0 POLICY AND REGULATORY ENVIRONMENT

3.1 PURPOSE OF THE OFFICIAL PLAN AMENDMENT

The proposed Official Plan Amendment would amend the Secondary Plan to designate the entire site as “Mixed-Use” in order to permit a range of uses including but not limited to residential, retail, office and institutional. The Amendment would further permit a maximum building height of twenty-five (25) storeys at 584 Wellington Street and a height of 40 metres at 557 Wellington Street where the new Central Library is to be located.

3.2 PURPOSE OF THE ZONING BY-LAW AMENDMENT

The proposed Zoning By-law Amendment would amend the zoning of the site to “Downtown Mixed-Use” and establish several site specific provisions to be included as a new Exception. These provisions include:

- / Maximum permitted height of 83 m at 584 Wellington and Maximum permitted height of 40 metres at 557 Wellington
- / No minimum landscaped area for low-rise residential buildings
- / Required parking may be located on any lot within this zone
- / Permit an outdoor commercial patio within 30 m of a residential zone without the need for a screen, structure or minimum 2 m wall
- / Include Amusement Park as a permitted use on site

3.3 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in March 2005.

It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed amendments meet the following Provincial Policy interests:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- / Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs [1.1.1 (b)];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [1.1.1 (e)];
- / Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projects needs [1.1.1 (g)];
- / Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2 (a)];
- / Identifies and promotes an opportunity for intensification and redevelopment [1.1.3.3];
- / Promotes economic development and

- competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long term needs; provides opportunities for a diversified economic base and encourages compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities [1.3.1];
- / Provides for an appropriate range of housing types and densities required to meet projected needs [1.4.1];
- / Contributes to providing an appropriate range of housing types and densities to meet projected requirements of current and future residents by permitting and facilitating all forms of residential intensification and redevelopment [1.4.3 (b)];
- / Proposes development of new housing in a location where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs [1.4.3 (c)];
- / Promotes a density for new housing which efficiently uses land, resources, infrastructure and public service facilities and supports the use of the alternative transportation modes and public transit [1.4.3 (d)];
- / Promotes land use patterns, density and a mix of uses that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes [1.6.5.4]; and,
- / Supports energy efficiency and improves air quality through land use and development patterns which promote the use of public transit and other alternative transportation modes and improves the mix of employment and housing uses to decrease transportation congestion [1.8.1 (b) and 1.8.1 (c)].

The proposed amendments are consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development while capitalizing on an intensification opportunity within the City’s downtown. The site is an underutilized site with significant development potential in an area where infrastructure and public service facilities are available.

CITY OF OTTAWA OFFICIAL PLAN (2003, CONSOLIDATED)

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the city as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the city.

Ottawa’s population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Creating Liveable Communities
 - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
 - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

LOT ADDRESS		SECONDARY PLAN LIMIT	ZONING BY-LAW LIMIT	PROPOSED
557 Wellington		6 storeys	20 m	40 m
584 Wellington	East Portion	6 storeys	25 m	83 m
	West Portion	8 storeys	33 m	83 m

Figure 24: Existing Secondary Plan and Zoning By-law Height Limit, and Proposed Height Limit

3.3.1 MANAGING GROWTH

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

The range of uses and additional height and density proposed for the site is in conformity with the overarching intent of the Official Plan policies on managing growth within the city. The Official Plan identifies areas designated Central Area, such as this site, as target areas for intensification.

Development within the area is presently characterized by a mix of uses, building heights and densities. Proximity to the existing Transitway and future Pimisi light-rail transit station make the site well-suited for the proposed development. A mix of uses provides for a more vibrant streetscape and moves towards the creation of a more complete community by providing a mix of uses and encourages alternative modes of transportation (e.g. walking and/or cycling or transit use) envisioned for the Central Area.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities, and Mainstreets. By directing growth to the specific land use designations, the stability of neighbourhoods within the General Urban Area designation is enhanced.

Residential intensification is broadly defined in Section 2.2.2, Policy 1, as the intensification of a property,

building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development. The proposed amendments meet the definition of residential intensification as defined above.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Arterial Mainstreets, and Town Centres. Policy 9 notes that the City will eventually establish minimum residential density targets for Traditional Mainstreets that are not currently defined.

Finally, Policy 19 states that policies regarding appropriate locations for high-rise buildings are found in Section 4.11. This section is discussed below.

The site is designated “Central Area” on Schedule B of the City of Ottawa Official Plan (Figure 21)

The Central Area is the economic and cultural heart of the city and the symbolic heart of the nation, based on its unique combination of employment, government, retail, housing, entertainment and cultural activities.

Policies for the Central Area promote its vital role in the city; protect its distinct identity and heritage character and the primacy of the Parliament Buildings and other national symbols. The policies aim to enhance the diversity and attractiveness of the Central Area by encouraging a broad range of land uses and day/night, year-round activities while protecting existing residential neighbourhoods in and near the Central Area.

In accordance with the Official Plan, the City will support the Central Area’s role as the economic and cultural heart of the city by, among other policies:

- / Implementing the Central Area Secondary Plan, discussed in Section 6.3;
- / Implementing the Downtown Ottawa Urban Design Strategy, discussed in Section 6.5;
- / Protecting the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols;
- / Working with federal agencies to encourage the

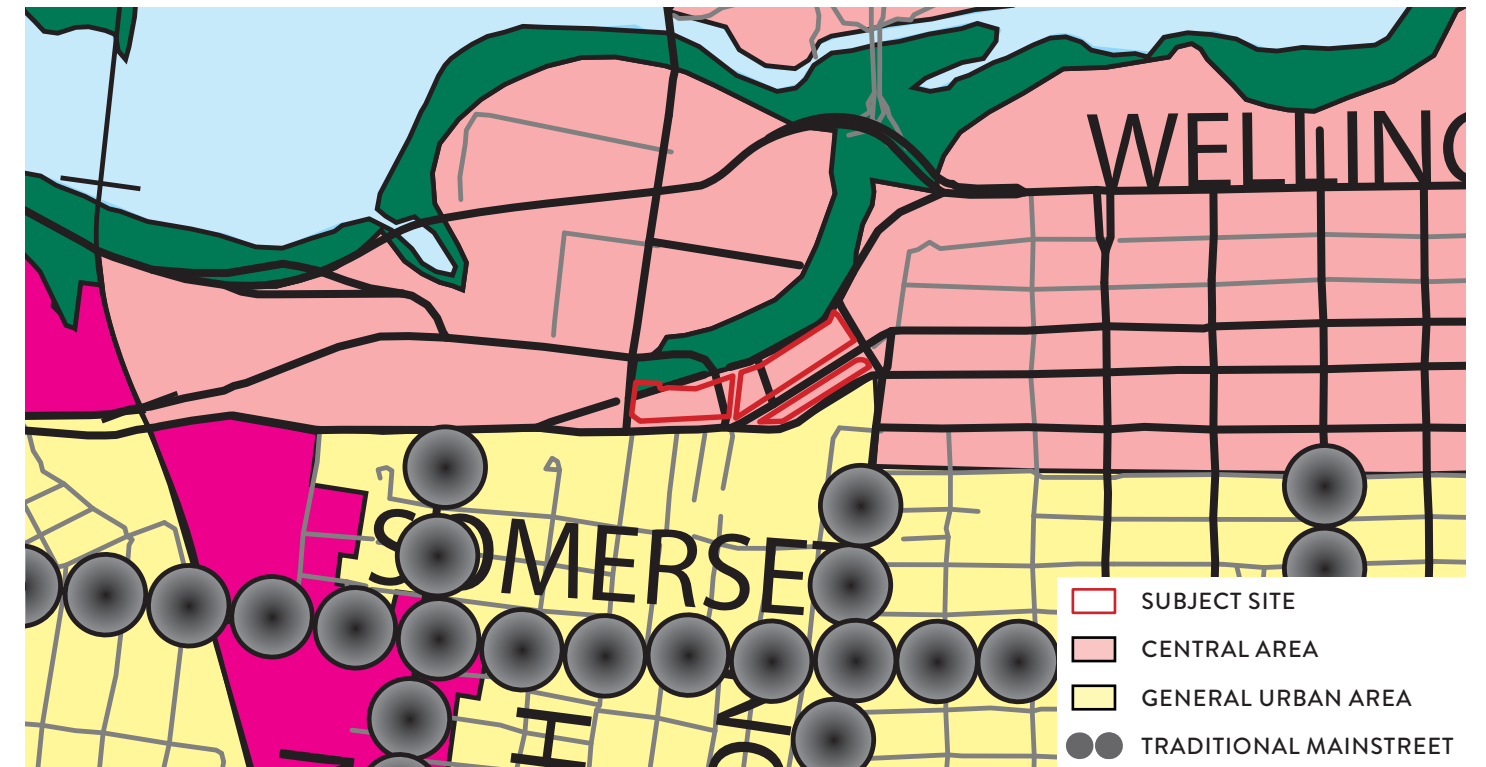


Figure 25: City of Ottawa Official Plan Schedule B (2003, as amended)

federal government to maintain its concentration of administrative functions;

- / Ensuring that all development has regard for the compatibility criteria in Section 2.5.1, discussed later in this Section;
- / Improving the image of the Central Area and assisting in visitor orientation by enhancing major gateways into the Central Area;
- / Improving and enhancing the pedestrian environment in the Central Area; and
- / Giving walking, cycling and public transit priority in the Central Area.

The proposed amendments will allow a currently vacant property to develop with a broad range of uses to enhance the diversity of the Central Area and with a greater density in order to help support the future LRT transit line. The application will allow development at a height that will not negatively affect the primacy of the Parliament Buildings. The policies of the Central Area support this form of development and encourage the ever changing dynamics of the area.

3.3.2 BUILDING LIVEABLE COMMUNITIES

Section 2.5.1 provides guidance as to how to achieve compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It “fits well” within its physical context and “works well” amongst those functions that surround it.

Section 2.5.1 provides design objectives and associated principles to guide development to achieve a good fit within the existing context. New development is evaluated at five scales: City-wide, neighbourhood, street, site, and building. Although the subject applications are not accompanied by a site plan proposal at this time, the following objectives are considered the most applicable to the concept plans:

TO ENHANCE THE SENSE OF COMMUNITY BY CREATING AND MAINTAINING PLACES WITH THEIR OWN DISTINCT IDENTITY.

The proposed amendments will permit the full development of a currently vacant space adjacent to a future LRT station and the LeBreton Flats development site. The proposal aims to intensify an underutilized site, located at the edge of the downtown core in close proximity to transit thereby advancing the objectives of the Central Area designation. The proposal is for an attractive mixed-use development that will enliven the street and bring much needed amenities to the area, including a new Central Library. The proposal enacts the future vision for the area with sensitive and appropriate design that responds to the existing and future context.

TO DEFINE QUALITY PUBLIC AND PRIVATE SPACES THROUGH DEVELOPMENT.

The proposed concept proposes significant improvements to the streetscape throughout the development. Landscaping improvements in the form of tree plantings, wide sidewalks and active retail uses at-grade work together to enhance the public realm and create a pedestrian-oriented environment. The protection of MUP and proposed cycling infrastructure will help connect the site and surrounding areas to existing and future MUP pathways. The proposed public space located at the northwest corner of the development concept and west of the future Library provide attractive and valuable public amenity spaces and offers both a connection to the future Pimisi Station and flexible outdoor space for residents and visitors alike.

TO CREATE PLACES THAT ARE SAFE, ACCESSIBLE AND ARE EASY TO GET TO.

The proposed concept seeks to build within an area well serviced by transit and in an area that will form a significant part of the link between Centretown and the future LeBreton Flats development. As such, the amendments and the proposed mix of uses will improve the safety and accessibility for pedestrians, cyclists and commuters.

TO ENSURE THAT NEW DEVELOPMENT RESPECTS THE CHARACTER OF EXISTING AREAS.

The building form in the development concept seeks to balance the varied nature of Centretown West, Chinatown/Little Italy and the Future LeBreton Flats area. This is accomplished by providing sufficient setbacks for towers and establishing mid-rise and low-rise podiums to better integrate with the surrounding community. The southeast portion of the site allows for further transitioning to surrounding communities. This form offers the flexibility to respect the dynamic context surrounding this site.

TO CONSIDER ADAPTABILITY AND DIVERSITY BY CREATING PLACES THAT CAN ADAPT AND EVOLVE EASILY OVER TIME AND THAT ARE CHARACTERIZED BY VARIETY AND CHOICE.

The proposed amendments offer greater flexibility for development on the site. This will allow the design to vary and adapt as needs change over time.

The Concept Plan provides one option for development of the site wherein a variety of housing options are provided, as well as a range of retail and commercial office space envisioned around a new Central Library. This variety and choice of the development offers opportunities for a range of residents and tenants to occupy the site.

In addition to the above, the site is located within a Design Priority Area and will be presented to the City of Ottawa Urban Design Review Panel during the Site Plan Control application process for further consultation.

3.3.3 COMPATIBILITY

Section 4.11 – Urban Design and Compatibility presents additional policies to address issues that may arise from development on surrounding properties or neighbourhoods. These issues include noise, light spillover, parking and shadowing. As the present development seeks to establish a conceptual model rather than a prescriptive design, Section 4.11 and the evaluation criteria established in Policy 2 will be less applicable. Instead, the application should be evaluated against the policies of Section 4.11 at the Site Plan Control stage.

Despite the fact that specific elements are not available for evaluation, various studies have been completed which will evaluate the external effects of the conceptual model on the surrounding community. These studies include a Wind and Noise study prepared by Gradient Wind Engineering Inc. and a Traffic study prepared by Parsons. This traffic study will evaluate this application based on assumed uses and densities that can be reasonably expected from a development of this nature.

3.3.4 LOCATION OF TALL BUILDINGS

Although the specifics of the development are not yet available to evaluate, Section 4.11 does address broader compatibility questions such as establishing the appropriate locations of tall buildings within the city. Policies 7 through 13 of Section 4.11 address those larger questions of the tall building location and general policies for integration of those buildings within the city. Policy 7 defines high-rise development as a building of 10 storeys or more while Policies 8 and 9 direct high-rises to areas, among others, that are designated Central Area, within 600 metres of a rapid transit station or where a community design plan, secondary plan, or similar Council-approved planning document identifies locations suitable for the creation of a community focus, or at a gateway location or at a location where there are significant opportunities to support transit.

The proposed concept is located within the Central Area, adjacent to a future LRT Transit Station. Furthermore, as will be discussed later in this document, the site forms part of the Escarpment Area District Plan which envisions high-rise development and increased density throughout this site. As mentioned, the site is also surrounded by many similar high-rise buildings north and east of the lands.

The site is a unique location in that it is characterized by a variety of building types and is located at the junction between the high-rise nature of Centretown West, low-rise nature of Chinatown/Little Italy and LeBreton Flats which are currently vacant but slated for mixed-use redevelopment. Policy 12 discusses the integration of taller buildings within an area characterized by a lower built form. Issues of compatibility and integration with surrounding land uses can be addressed by ensuring an effective transition between varying built forms. Transitions should be accomplished through a variety of means, including measures such as:

- / Incremental changes in building height (e.g. angular planes or stepping building profiles up or down);
- / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);

- / Character (e.g. scale and rhythm, exterior treatments, use of colour and complimentary building finishes);
- / Architectural design (e.g. the use of angular planes, cornice lines); and,
- / Building Setbacks.

The proposed concept includes large setbacks, staggered towers with podiums ranging from five (5) to nine (9) storeys and mid-rise buildings, often with three (3) storey podiums. The large setbacks and tower separation ensure that sufficient light and air are available so as not to overwhelm the pedestrian experience. The low to mid-rise podium form further helps to frame the street and allow for improved conditions for pedestrians.

As the site develops, additional steps will be taken through design and material choices to further break up the mass of the development and improve transitions and compatibility with surrounding development.

3.3.5 CYCLING ROUTES

Schedule C of the Official Plan illustrates on and off-road cycling routes through the City. Both Albert Street and Booth Street are identified as on-road cycling routes, while north of the site is an off-road cycle route which connects from the Ottawa River cycle route through the LeBreton Flats area.

Bronson Avenue, to the east, is also identified as an on-road cycle route and provides access to Laurier Avenue and the east-west segregated bike lane located along that street.

The available cycling facilities in the area provide a viable transportation alternative to residents and visitors helping to reduce the dependence on private automobiles for getting to and from the site.

3.3.6 RIGHT OF WAY PROTECTION

Protected right-of-ways for major streets in the City are defined in Annex 1 of the Official Plan. Both Albert Street and Slater Street, between Empress Avenue and Bronson Avenue, have a 40 m protected right-of-way. The additional right-of-way has been protected along Albert Street on the proposed concept plan. The right-of-way protection is in place along Slater Street as well, though as mentioned the future alignment of Slater and Albert is unknown at this time and may change in the future. Regardless of the ultimate build out of the area, the potential to provide the necessary right-of-way is maintained.

3.3.7 SCENIC ENTRY ROUTES AND GATEWAYS

Albert Street and Slater Street adjacent to the site is identified as a Scenic Entry Route on Schedule I of the Official Plan. The area directly adjacent to the property is also identified as a Gateway to the Central Area on Annex 9 of the Official Plan.

Policies in Section 4.6.4 address Scenic Entry Routes within the city. These routes form a network that links major tourist, recreation, heritage and natural environment destinations in and beyond Ottawa. Though no guidelines exist to date, the primary function of these roads is to be respected while promoting:

- / The creation of a safe and attractive environment for travelers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;
- / Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
- / The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way; and
- / Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property.

The development concept makes significant strides to fill-in a currently vacant piece of land. This concept is designed in such a way not to impede the views to parliament but rather provide the opportunity to frame the view to parliament hill and create a true gateway to the central area. The proposed public squares will also provide opportunities for amenities that take advantage of the surrounding features such as the viaduct, the adjacent pathway systems, as well as views to the parliament buildings.

Ultimately, development will provide a significant improvement along Albert Street and help to reinforce the gateway feature of this location.

3.4 CENTRAL AREA SECONDARY PLAN

The Central Area Secondary Plan provides more detailed area-based policy direction for various “Character Areas” within the Central Area. The site is located within the LeBreton Flats character area, an area considered unique and critical to the future of the heart of the Nation’s Capital and the Central Area of the City of Ottawa. The vision for the area is to create an urban community where people can live, work, socialize and play. The community will be one of mixed-uses surrounded by open spaces. LeBreton will consist of compact neighbourhoods, linked together and connected to the wider open space network by pathways and pedestrian friendly streets.

The site is designated both Residential and Mixed-Use on Schedule Q – LeBreton Flats Land Use. The policies of the Residential designation seeks to provide a range of housing options from medium to high profile buildings of a density appropriate to the downtown area in order to make effective use of the infrastructure, services and facilities within the inner-city area. The policies of the Residential land use designation further seek to protect affordable housing in the area of 25% of the residential units and to provide for local open space and recreation areas be provided within the residential areas.

The Mixed-Use designation policies permit a range of uses including residential, retail, office, entertainment, cultural, institutional and recreational uses. The intent is to generate all-day and year-round activity and serve the needs of the community; in this regard, the primary uses shall be office or residential uses. The policies further seek to establish mixed-use areas or buildings in order to support available transit and to establish pedestrian oriented uses, such as retail and restaurants to support the community. The majority of the retail/commercial uses should be directed toward Booth Street.

The Secondary Plan also presents general policies for the LeBreton Flats area which address the areas of Transportation, Environment, Infrastructure, and Urban Design. These policies include requirements for necessary studies to be submitted with any development applications, which include Traffic Impact Studies, Noise Studies, Environmental Site Assessments, Stormwater Management Plans and Wind Studies, all of which are being prepared in support of this application.

Regarding design, the applicable policies establish building height limits for the subject site. The policies, which are presented visually on Map 4, limit heights to six (6) storeys between Commissioner Street and Lorne Avenue and eight (8) storeys between Lorne Avenue and Booth Street. Where higher profile development is proposed adjacent to lower profile development, various techniques, as established in the Official Plan, must be employed.

Finally, the Plan sets out policies to ensure that no buildings within the Central Area project above the building height limit planes established by the Parliamentary view planes, which is established at 79.9 m above sea level.

The proposed amendments seek to extend the Mixed-Use designation across the entire site in order to permit a greater range of uses at this key location. Schedule Q and the land uses established therein, were adopted in June of 1999, prior to the consideration of light rail at this location. The context has changed significantly since that time, which has lead to the requirement for this amendment. The addition of non-residential uses will simply allow for greater diversity within the community to offer a wider range of amenities and services while supporting alternative modes of transportation. This is consistent with over-arching policy direction in the Official Plan for mixed-use intensification within 400 metres of a public transit station.

Furthermore, the proposal seeks to permit an increase in heights across the site to permit the development of towers a maximum of 25 storeys or 83 m in height at 584 Wellington and 40 m in height at 557 Wellington. Due to the particular geography of the site and the escarpment above, the proposed towers have no negative effects on the primacy of the Parliamentary Buildings. The towers on low to mid-rise podiums is in keeping with the design intent established within the Official Plan and allows for better integration within the existing context.

The necessary studies have been prepared to support the increased range of uses and heights proposed for the Lands and are being submitted in support of this application.

Ultimately, development will provide a significant improvement along Albert Street and help to reinforce the gateway feature of this location.



Figure 26: Central Area Secondary Plan Schedule Q (1999, as amended)

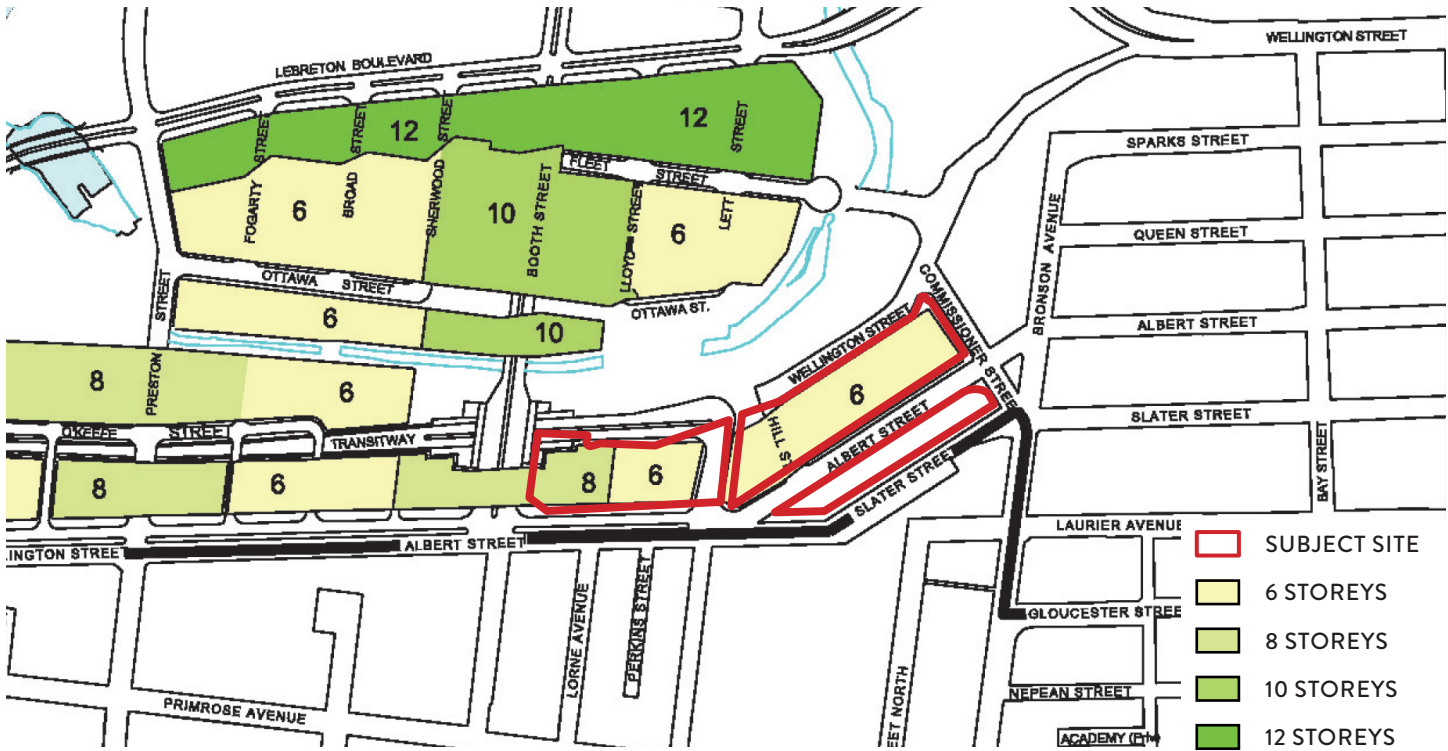


Figure 27: Central Area Secondary Plan Map 4 (1999, as amended)

3.5 ESCARPMENT AREA DISTRICT PLAN

The Escarpment Area District Plan was approved in 2008 and aimed to establish a new benchmark for high-rise development that is more pedestrian friendly, visually appealing and generally more sensitive to its context than those of the late 20th century that defined much of the high-rise development in downtown Ottawa at the time.

The site falls within both the Study Area, where the majority of the detailed work was undertaken, as well as the Area of Influence which provided a broader context for the plan. The Escarpment area is bound by LeBreton Flats to the west, the Garden of the Provinces to the north, Lyon Street to the east and Gloucester Street to the South. The portion of the lot east of Empress is located within the study area while the portion west of Empress, is located in the area of influence.

The District Plan identified nine (9) Open Space and Development opportunities throughout the Escarpment District. The site is identified as the South LeBreton development area. The Plan largely envisioned this area as generally mixed-use with a small portion of open space located at the eastern end of the site. The mixed-use designation corresponds to the designation of the Official Plan which permits a range of uses including residential and commercial, employment, community and recreational uses. The southeastern portion of the site is indicated within the Plan as being both a portion of the Escarpment Park as well as designated area for mixed-use redevelopment. This dual role reflects both the current status of the area, which is undeveloped open space, and the Official Plan designation.

As noted, the Escarpment Plan sought to establish new guidelines to create more pedestrian focused high-rise development. This approach led to the preference for towers built in the Base, Middle, Top format, wherein high-rise buildings are grounded with a pedestrian oriented base which frames the street and allows the development to better fit in with surrounding buildings, which then leads to the main portion of the building, the tower, which is setback to be visually and physically distanced from being perceived at grade. Finally, a distinctive top caps the building while providing a visual benefit to the skyline of the city.

When multiple high-rise buildings are located within close proximity to each other, it is important to provide for sufficient separation distances between towers so

as to preserve views, maintain privacy and mitigate the impacts of tall structures such as day lighting and pedestrian-level winds. The Escarpment Plan recommends a minimum separation distance of 20 m in order to achieve these goals. Furthermore, the Plan recommends floor plates of no more than 750 m² to similarly reduce the impacts any towers may have on its surrounding context.

Section 6.4 of the Escarpment Plan establishes a strategy for the South LeBreton Site. The strategy notes that the site's location and topography provides a unique opportunity for the introduction of taller buildings with a mix of residential and commercial uses.

Several key concepts are also established in Section 6.4, including integrating the scale, intensity and pattern of existing development by employing low-rise and mid-rise development along Wellington and providing pedestrian and vehicular connections to physically and visually enhance the relationship between the canal and the development.

The proposed concept establishes a mixed-use, mid- and high-rise development in line with the vision for the South LeBreton development area but recognizing the advent of the Council approved Central Library at 557 Wellington Street. The proposed design concepts conform to the pedestrian-oriented design guidelines presented in the Escarpment Area District Plan. The Concept includes 750 m² towers set upon mid-rise podiums with sufficient separation between neighbouring towers on the NCC property and a Central Library development at the east end of the site with mid-rise development potential on the remaining portion of 557 Wellington Street that will be compatible with and protect the view of this future iconic building.

The proposed tower separation and building format help to allow the development to comfortably integrate into the surrounding context as well as the future vision for the surrounding areas.

Regarding the southeastern portion of the site at 550 Albert Street, the proposed amendments are consistent with the proposed direction of the Plan and allow for the flexibility to develop that portion of the site either as open space, some form of development area or potentially a mixture of both.

3.6 DOWNTOWN OTTAWA URBAN DESIGN STRATEGY

The Downtown Ottawa Urban Design Strategy (DOUDS) was approved by City Council in 2004 which identifies 41 projects with the intent of improving the appearance and character of Ottawa's downtown. Two (2) of those projects identified included the LeBreton Flats area and the Escarpment Park District which include the subject lands. The expectation for the LeBreton Flats area is a mixed-use area comprised of mid- and high-rise developments, housing, commercial, and office uses. LeBreton Flats will also contain a well-considered open space system of parks, squares and waterways in very close proximity to the upper quarter around Cathedral Hill.

With regards to the Escarpment Park District, the plan identifies this area as ideally below the City's height controls which allow for higher density development. New residential development would help to integrate into the existing neighbourhood while new roadways and connections would further help to establish a link between the downtown and the LeBreton Flats redevelopment area.

The proposed concept presents a mixed-use development with a range of building forms from high-rise towers to mid- and low-rise podium bases. The concept also includes public squares, particularly at the northwest corner where it connects to the future Pimisi Station. Furthermore, as the Strategy notes, the site is particularly suitable to increased heights as the site is ideally located below any of the City's height controls.

3.7 URBAN DESIGN GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

In September 2007, City Council approved design guidelines which address development within close proximity to Rapid Transit Stations. The guidelines apply to all development within a 600 m walking distance of a rapid transit stop or station. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) will also benefit from these guidelines. The guidelines address six (6) elements of development including: land use, layout, built form, pedestrians

& cyclists, vehicles & parking and streetscape & environment.

Though the development is a high-level concept and therefore does not address some of the design specific elements of the guidelines, the concept continues to meet the following applicable design guidelines:

- / Provide transit supportive land uses within 600 m walking distance of a rapid transit station;
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant community;
- / Create pedestrian and cycling "short cuts" that lead directly to transit;
- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit;
- / Locate the highest density and mixed uses as close as possible to the transit station;
- / Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles;
- / Step back buildings higher than 4 or 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street;
- / Set large buildings back between 3.0 and 6.0 m from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping;
- / Design infrastructure to enhance the cycling environment and to help increase access to transit for cyclists;
- / Design access driveways to be shared between facilities; and
- / Encourage underground parking over surface parking lots.

The concept demonstrates the ability for future development to meet the design direction provided in the Urban Design Guidelines for Transit-Oriented Development.



Figure 29: Eastern View from Commissioner Avenue

4.0 PROPOSED DEVELOPMENT CONCEPT

4.1 CONCEPT OVERVIEW

The City of Ottawa is proposing to rezone the site to permit a mixed-use development with a range of heights across the site. The plan envisions the site as developing with a mix of low, mid and high-rise residential and mixed-use typologies, including podium mid-rise and high-rise towers.

The proposed concept responds to the surrounding properties with appropriate scale and offers a range of development opportunities to meet a variety of market demands. The development offers the opportunity for a strong contribution to the pedestrian realm through proper podium design with large setbacks at grade and setbacks above the podiums.

Heights vary across the site to accommodate building heights of 40 metres at the east end of the site at 557 Wellington, where the Central Library is to be located, and building heights up to 83 metres (25 Storeys) at the west end of the site at 584 Wellington, near the Pimisi Light Rail Transit Station. Massing was prepared on the basis of minimizing shadowing impacts on surrounding developments.

As stated in the introduction, it is important to note that these are conceptual plans only, illustrating one way that this site could be developed with the proposed zoning changes in place.

In the redevelopment plan, the NCC-owned parcel includes two (2) separate building masses. Both 5-storeys of retail and 3-storeys of commercial/ institutional uses above. The building to the west of the property parcel includes a 25-storey residential tower above a 5-storey podium, which extends into and above the east end of Pimisi Station. Development into the air rights above Pimisi Station will be subject to the right of the City to review all plans for construction to ensure that no negative impacts result from the proposed construction on the condition or operation of the LRT system and to approve such plans in accordance with the City's Proximity Guidelines. The building located to the east of the parcel contains two (2) 25-storey residential towers. The towers were oriented to enhance views and minimize shadow impacts of surrounding developments.

At the east end, 550 Albert and 557 Wellington include four (4) buildings, three (3) being mixed-use, 6-storey developments and the proposed 4-storey Library building to the east. The buildings have been reduced in height and mass in order to compliment the potential Library building and central plaza.



Figure 30: Proposed Development Concept Birds Eye View

4.2 ILLUSTRATIVE SITE PLAN

The proposed concept includes six (6) separate buildings ranging in the form of podium with point tower, mid-rise, and institutional design. All buildings are setback between nine (9) and ten (10) m from Albert Street and between three (3) and twelve (12) m from the northern edge of the site in order to provide sufficient space for pedestrian and cycling linkages, proper street furniture, and infrastructure requirements. In general, as this site is developed, all future buildings should aim to provide setbacks of between three (3) and six (6) m along the northern property line, if feasible, to provide proper connectivity to, through and from the site. Most components are envisioned to be mixed-use buildings, generally with retail at grade and/or the first two (2) storeys with office and residential uses above. Institutional/library uses are envisioned on the eastern portion of the site, in closest proximity to the Garden of the Provinces and Territories and NCC trails and pathways.

To the west, a small plaza is proposed off of Albert Street to enhance the streetscape. This plaza leads to a sunken public plaza which is to step down from Albert Street to frame the entrance of Pimisi Station. The plaza will provide space for retail spill-out areas and other uses. A larger eastern plaza is located next to the institutional/library building to encourage spill-out uses, enhance the public realm, and improve access to the area.

Parking for the development is proposed to be located underground and shared amongst the various buildings across the site. Access to the parking areas will be provided via Commissioner Street, and a new access road extending from Empress Street within the western parcel.

Two (2) major pedestrian accessways have been purposefully designed along the northern border of the site to accommodate future cycling facilities as well.

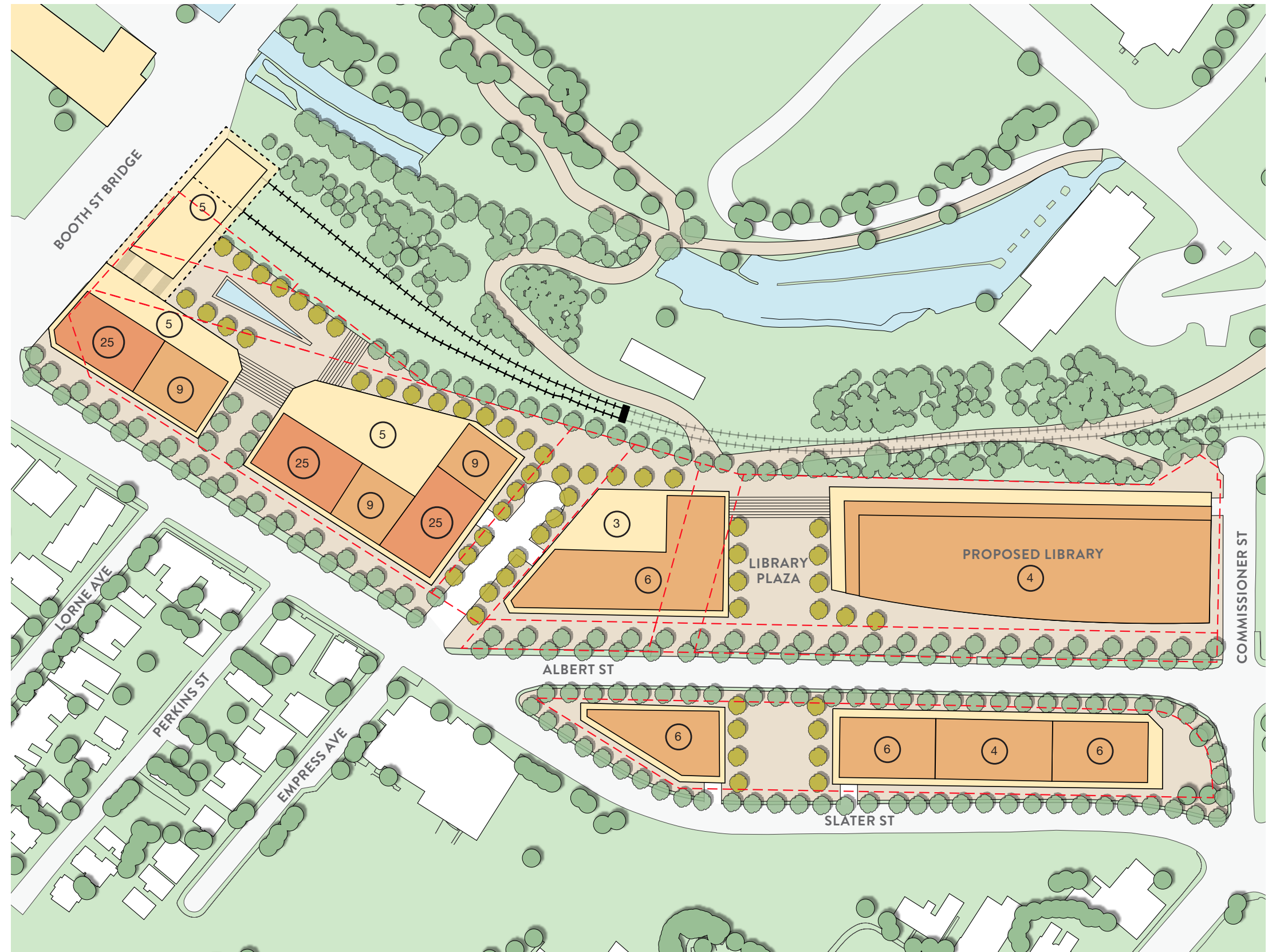
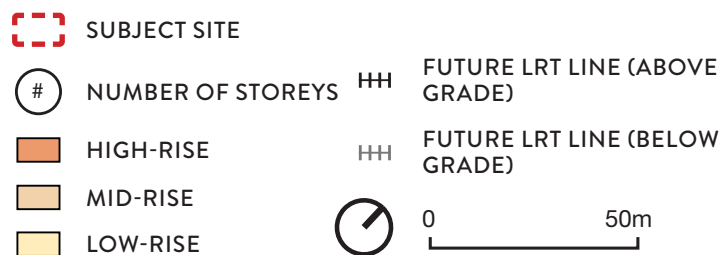


Figure 31: Illustrative Site Plan

4.3 EASTERN PARCEL PLAN

4.3.1 557 WELLINGTON STREET

From east to west, the first building is proposed to include four (4)-storey institutional/library use, framing a plaza in the middle of the 557 Wellington Street parcel. The building is strategically placed abutting NCC open space, and active transportation corridors, making the site easily accessible by all modes of transportation.

The second building is a six (6)-storey mixed-use, mid-rise building to mirror similar development heights to the north-west of the site. The height and design of the building is intended to compliment, but not overshadow the institutional/library use and public plaza to the east.

4.3.2 550 ALBERT STREET

The concept for 550 Albert Street depicts a built form that is consistent with the mid-rise profile of 557 Wellington Street. All future development on this portion of the lands should maintain this building profile. This is intended to reduce shadowing on the outdoor plaza and streetscape and to avoid limiting views to the future institutional/library use. An outdoor plaza is located between the two buildings directly across from the library plaza to anticipate future connections depending on the closure of the northern section of Albert Street.

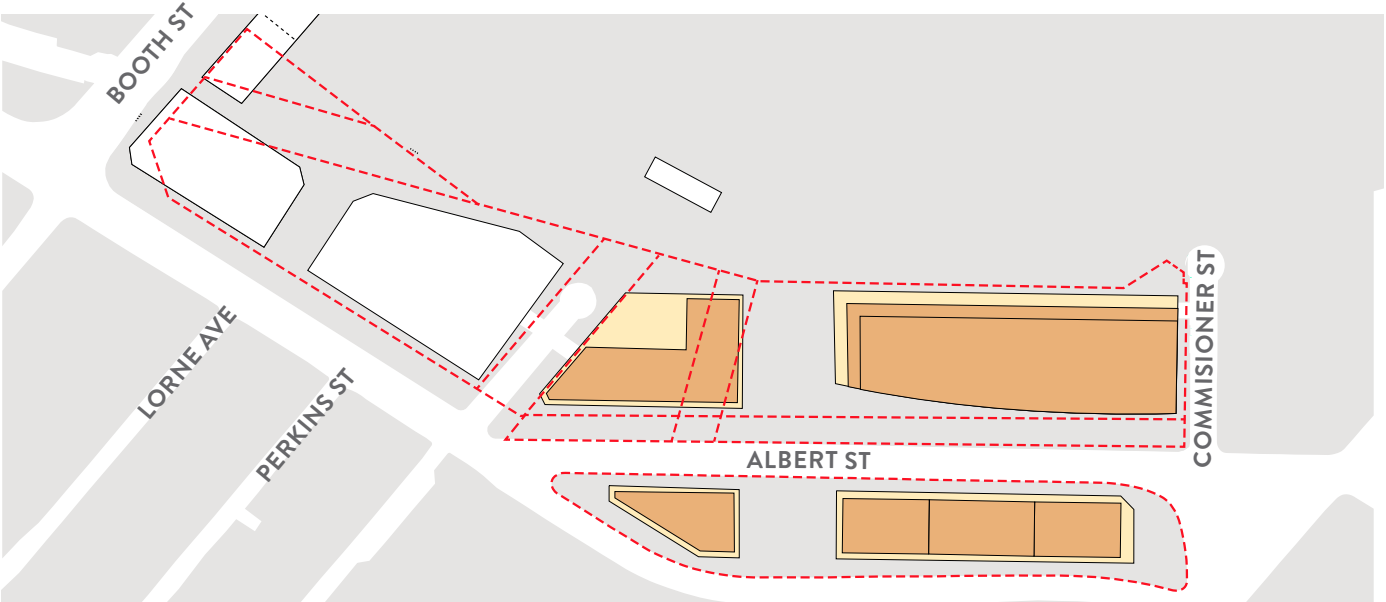


Figure 33: Key Map

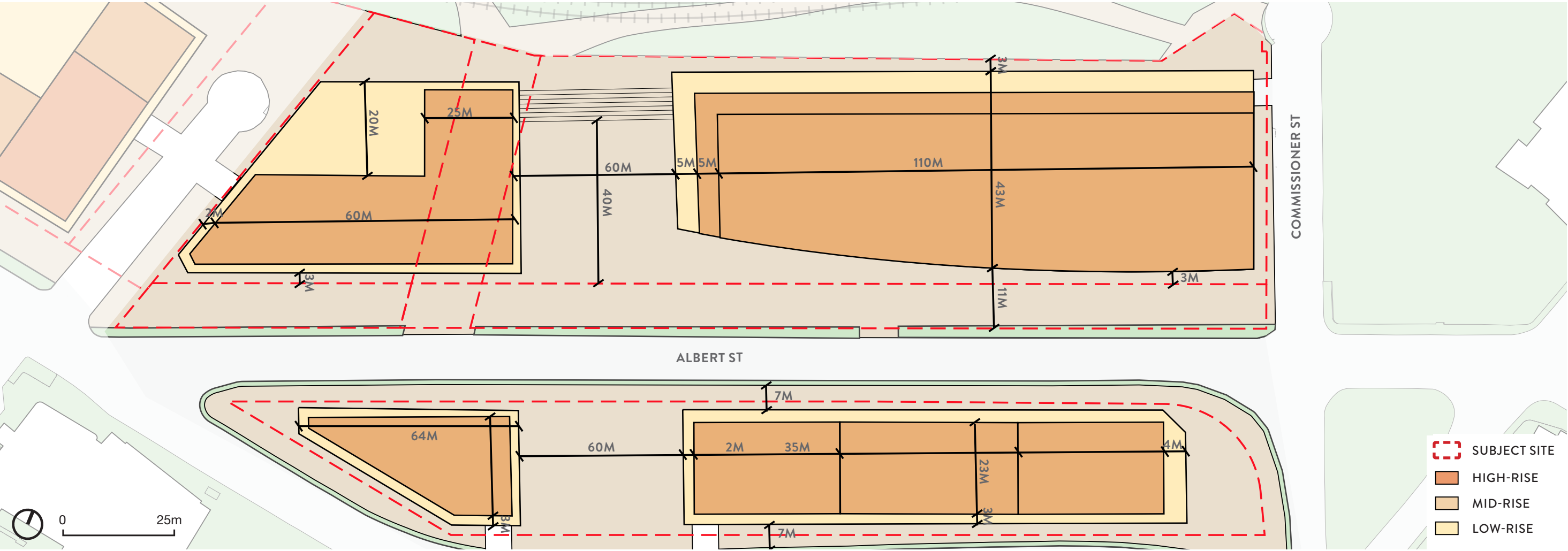


Figure 32: Eastern Parcel Plan

4.4 WESTERN PARCEL PLAN

At the western portion of the site, three (3) separate buildings are envisioned with podiums five (5) storeys to nine (9) storeys high. These podiums are expected to include one (1) storey of retail along with two (2) storeys of commercial uses above. The eastern building includes the potential for two (2) 750m² towers reaching a maximum of twenty-five (25) storeys with a 22 m separation distance. The orientation of the towers was established based on protecting privacy, enhancing views and reducing shadowing.

The most western building also has the potential to include one (1) 750m² twenty-five (25) storey tower fronting onto the Albert Street and Booth Street intersection.

The third building includes a five (5) storey podium with a potential vertical extension for Pimisi Station. The vertical limit of the air rights above Pimisi Station are subject to agreeable engineering guidelines.

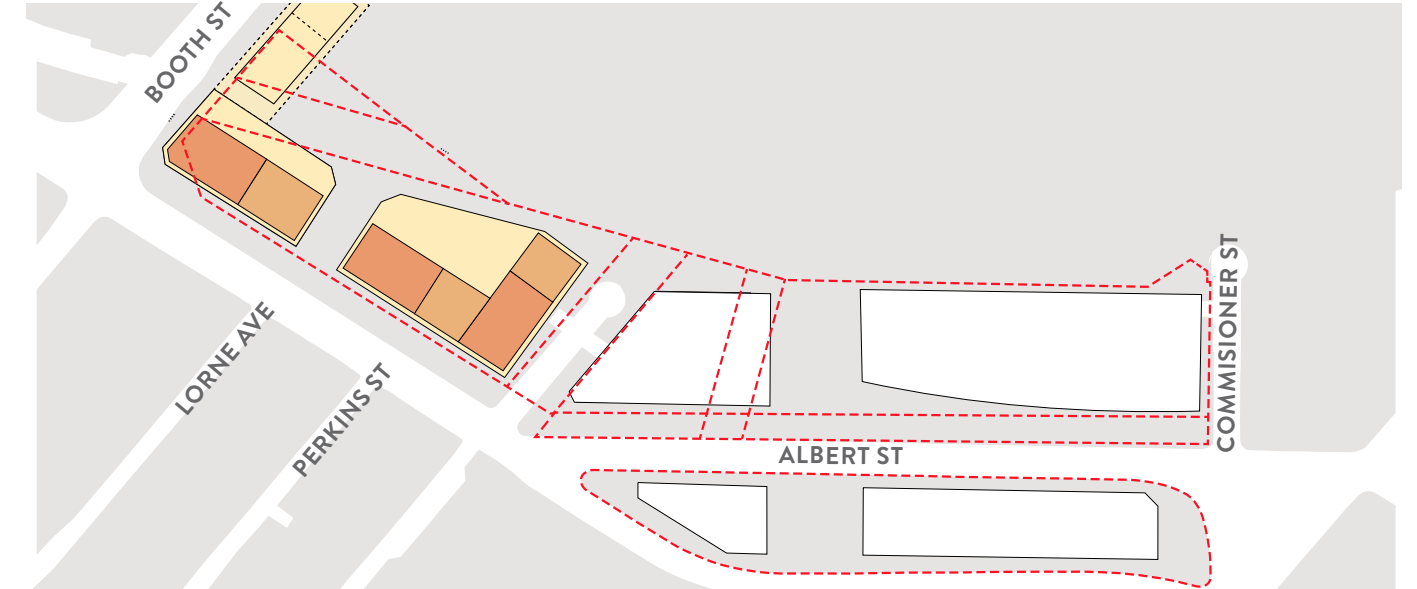


Figure 35: Key Map

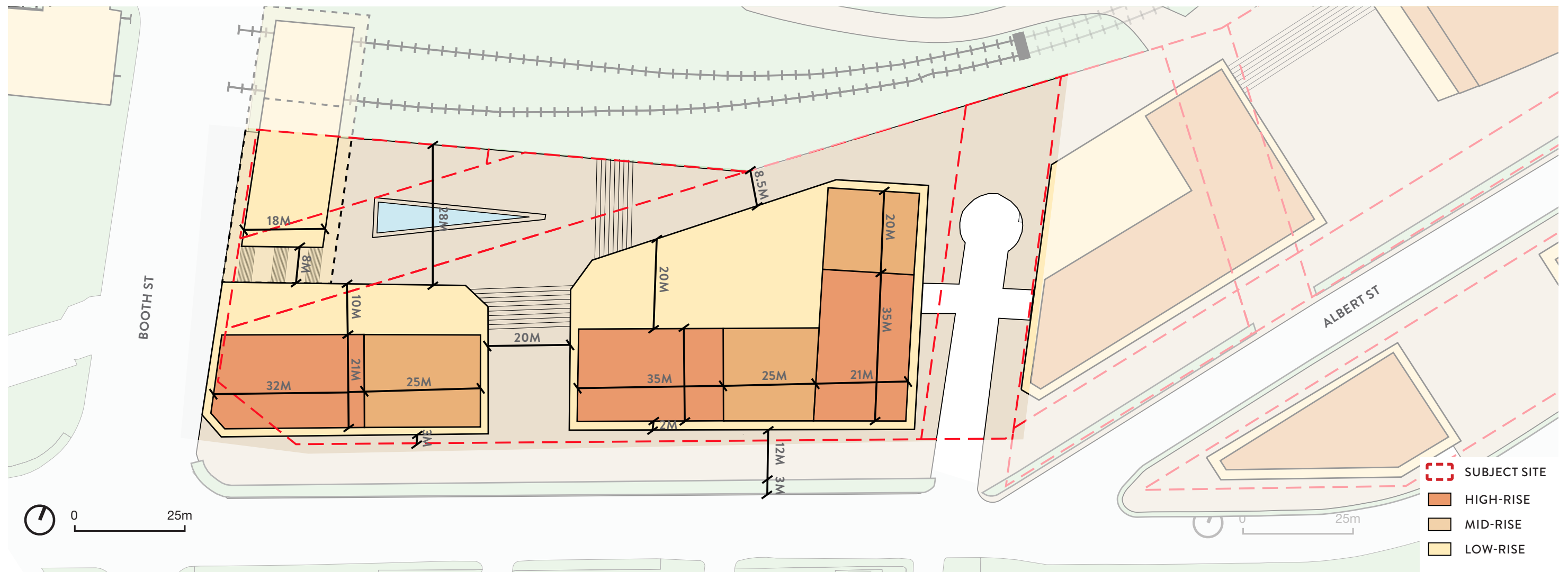
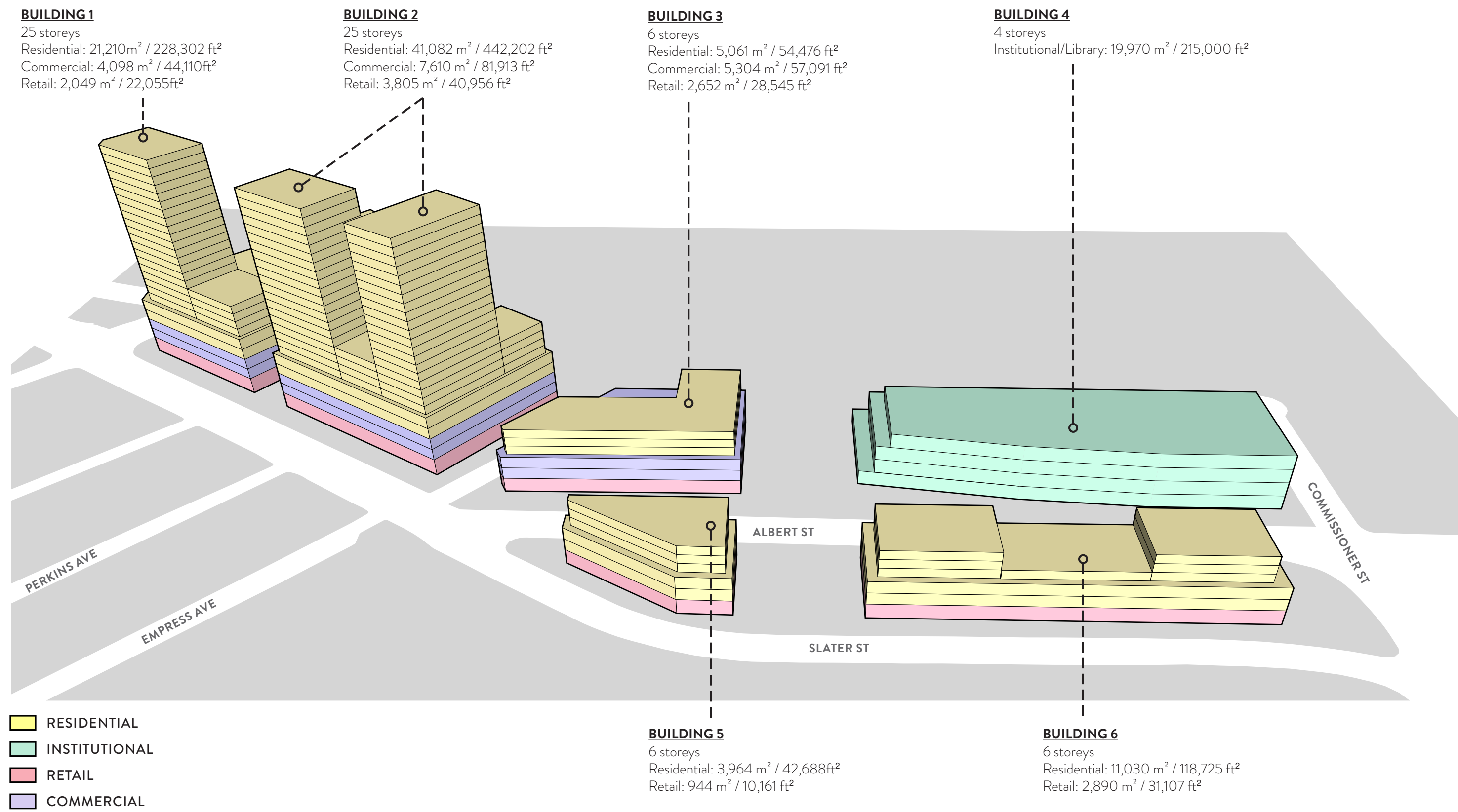


Figure 34: Western Parcel Plan

4.5 LAND USE STATISTICS



4.6 DEVELOPMENT SECTIONS

SITE SECTION A



Figure 38: Site Section A

SITE SECTION B

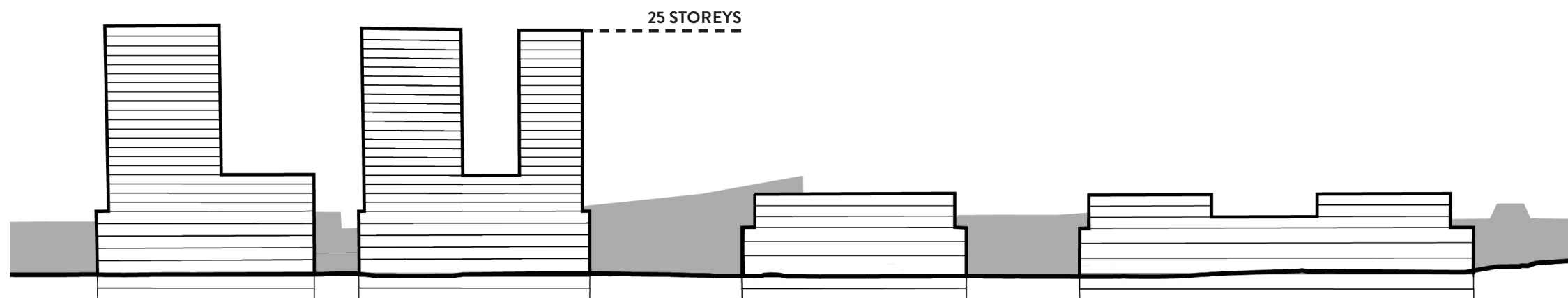


Figure 37: Site Section B

SECTION TO PARLIAMENT

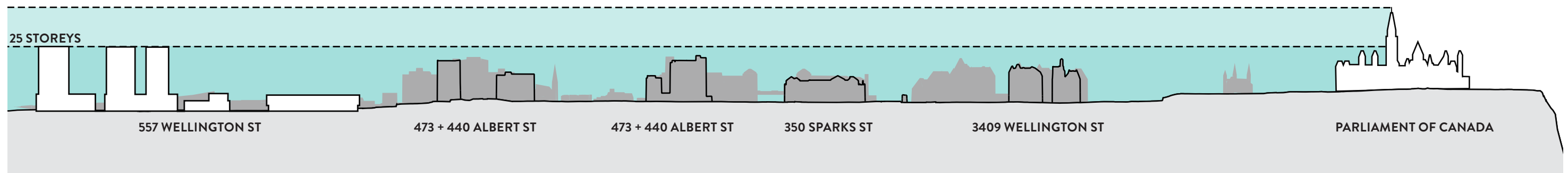


Figure 36: Section to Parliament Illustrating the proposed development heights do not affect views to Parliament

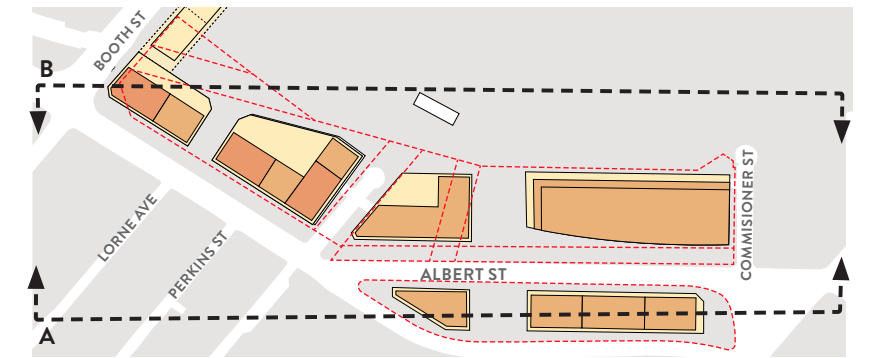


Figure 39: Section Key Map

4.7 SHADOW ANALYSIS

4.7.1 JUNE

The layout of the proposed development has been designed to reduce the impacts of shadows on the surrounding context. As illustrated in the shadow analysis, the adjacent residential fabric and Albert Street frontage is not affected by shadows during the summer months.

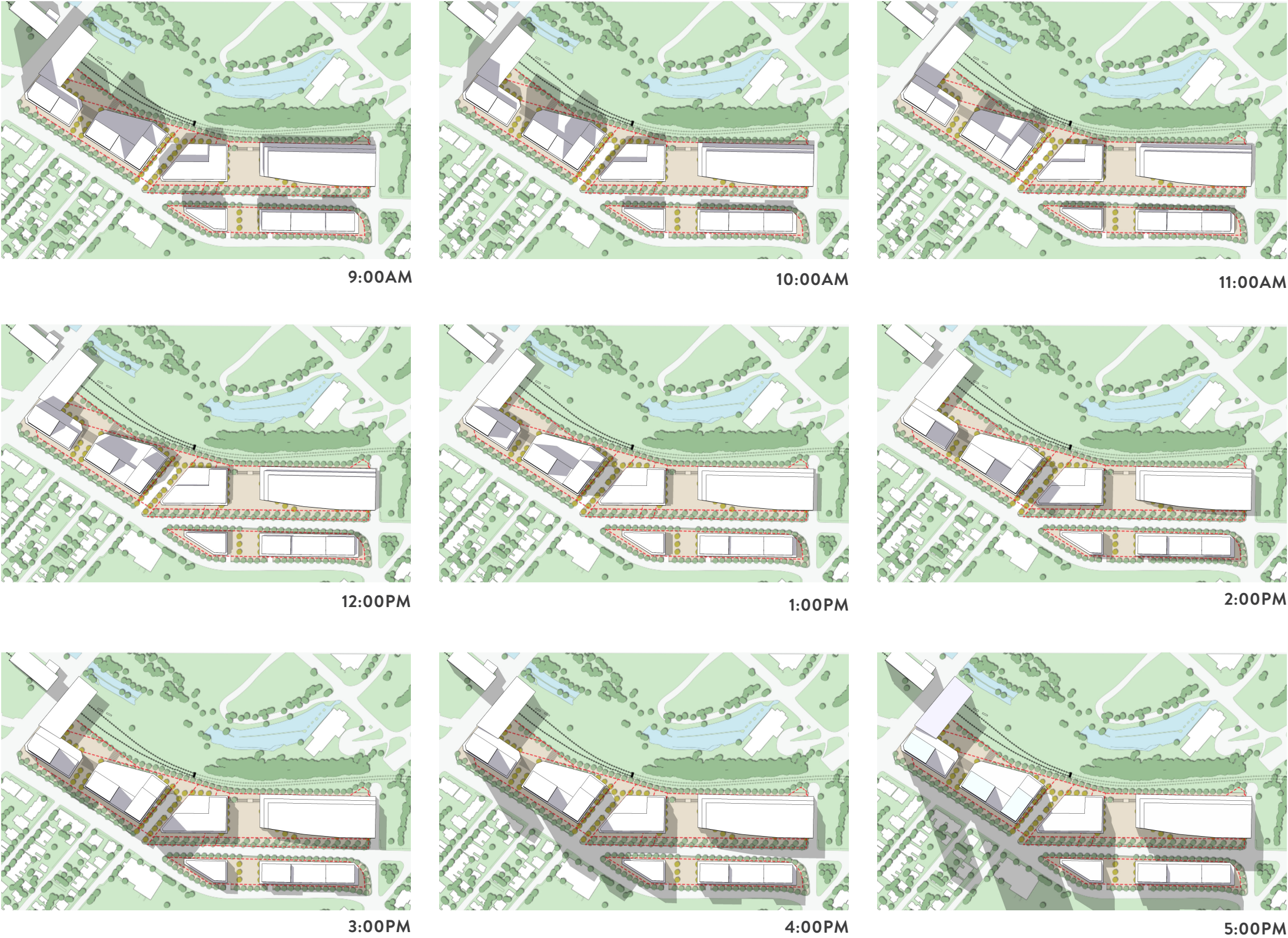


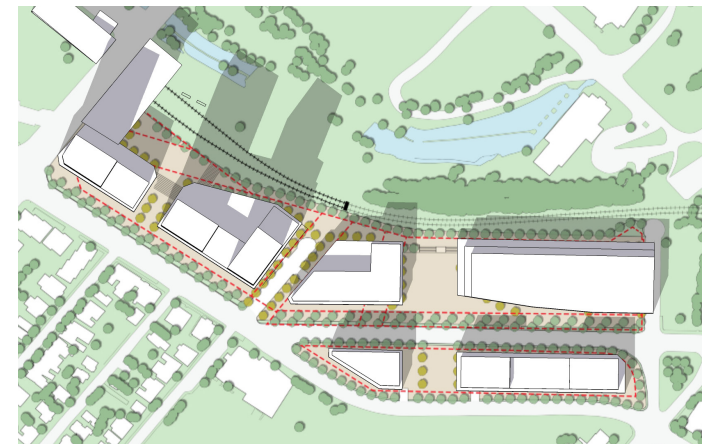
Figure 40: June Shadow Study

4.7.2 MARCH/SEPTEMBER

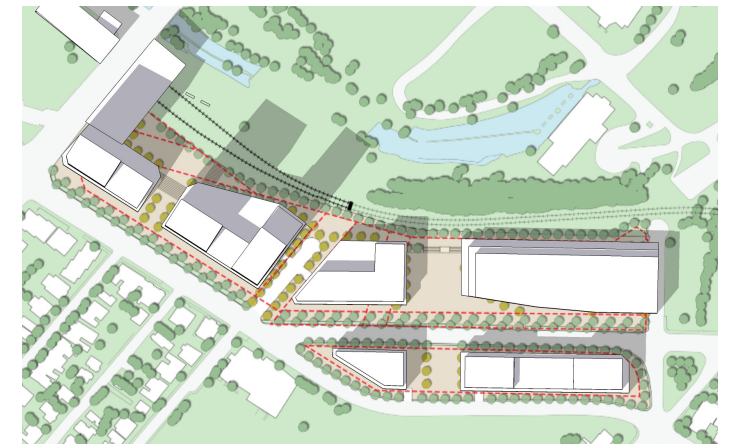
Similar to the summer months, shadows cast from the proposed development in March/September have no effect on the adjacent residential fabric.



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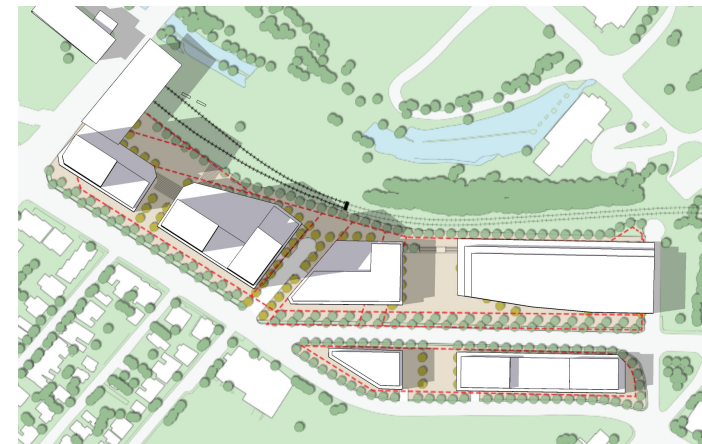
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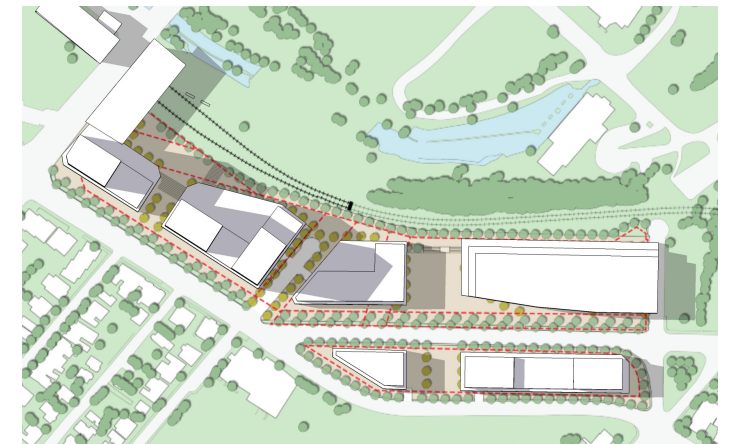
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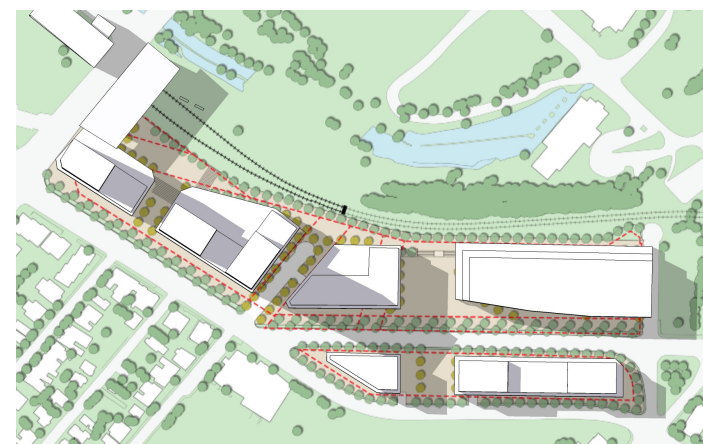
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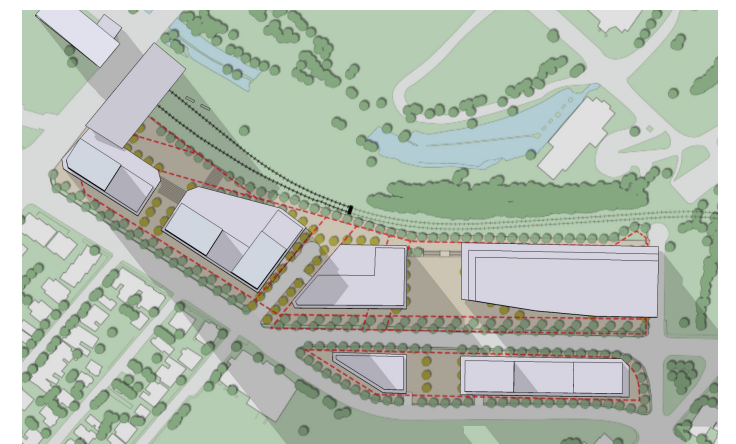
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Figure 41: March/September Shadow Study

4.8 BUILDING TYPOLOGIES

Figure 45: Canary Park, Toronto

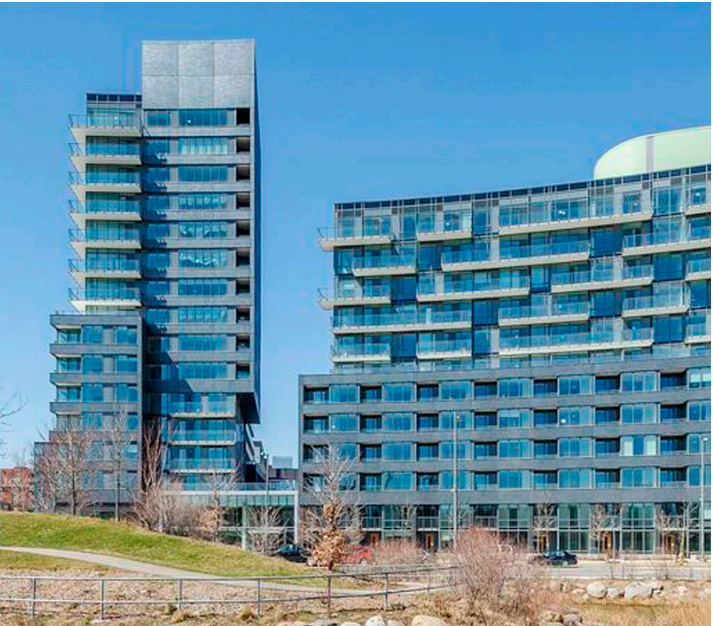


Figure 43: Pine Minor Condominiums, Seattle

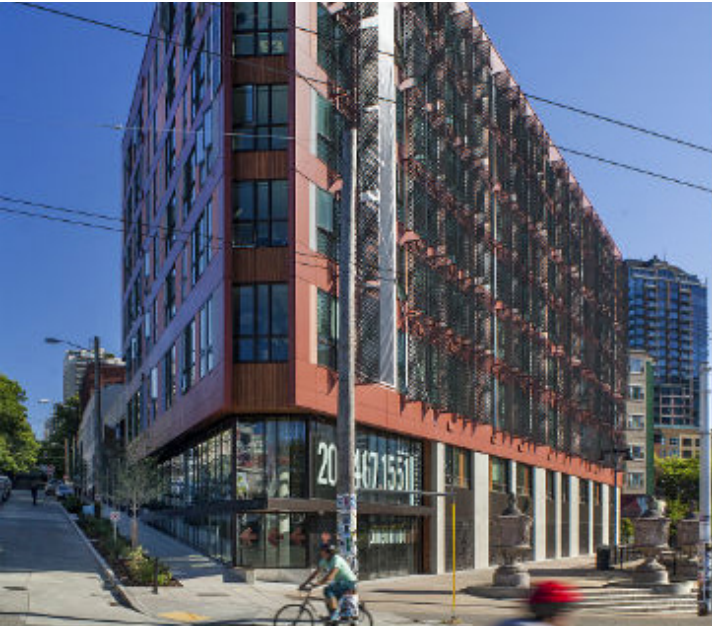
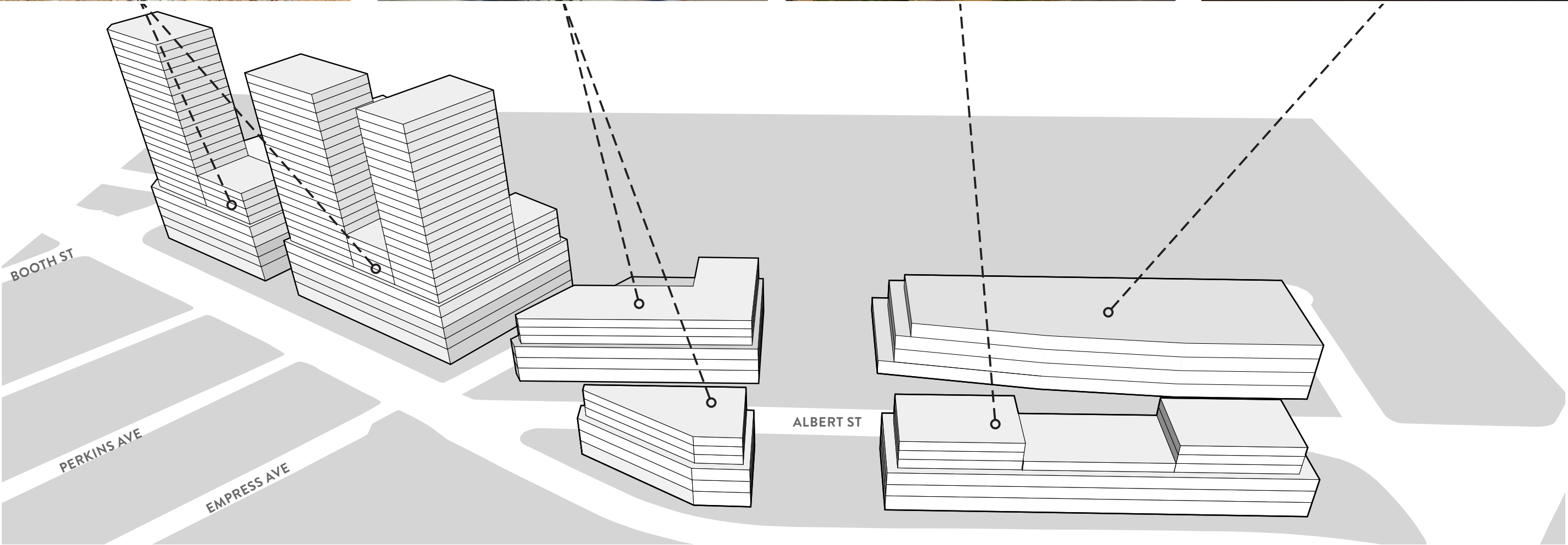


Figure 42: Westboro Station Condominium, Ottawa



Figure 44: Gallery of Williamstown, Australia



4.9 PUBLIC REALM TYPOLOGIES

Figure 48: Mercer Court, University of Washington



Figure 49: Lawrence Public Library, Lawrence



Figure 46: Regent Park Redevelopment, Toronto



Figure 50: Citigroup Centre Plaza, New York City

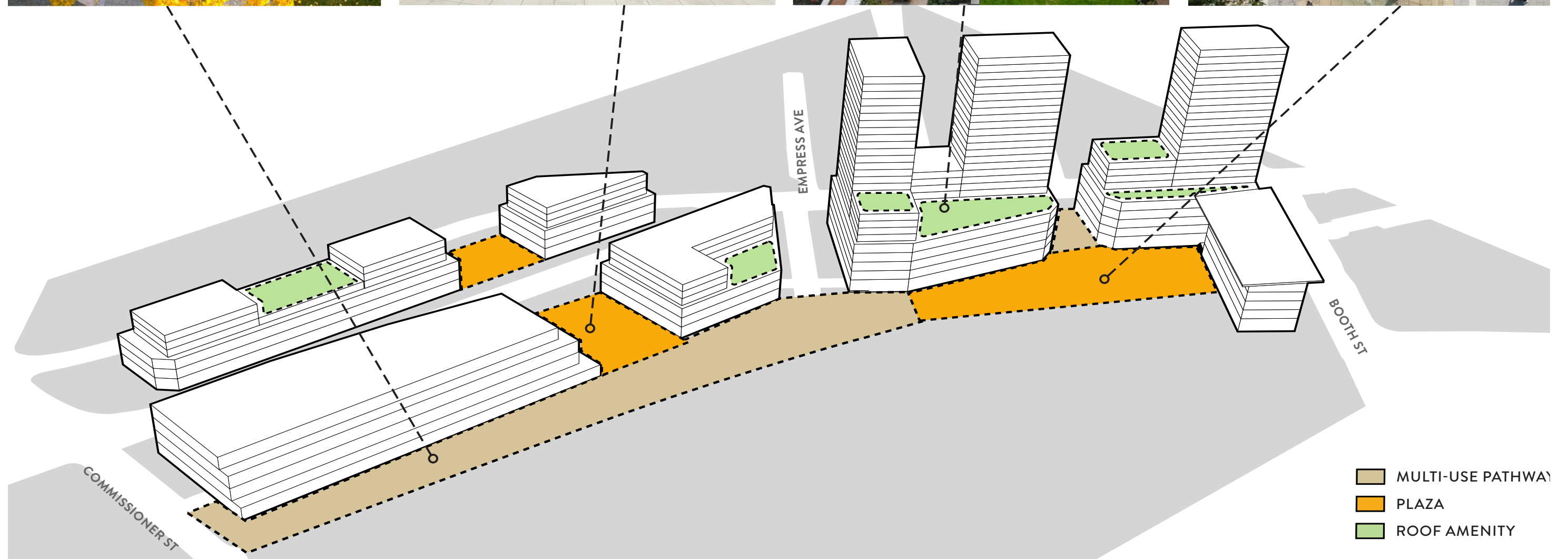


Figure 47: Open Space Typologies



Figure 51: Artist Impression of Outdoor Library Plaza

4.10 BUILDING TYPOLOGIES; ATRIUM CONNECTION/LRT POTENTIAL BUILD-OVER

Figure 52: Public Library Atrium, Vancouver



Figure 53: The Whitney Museum, New York

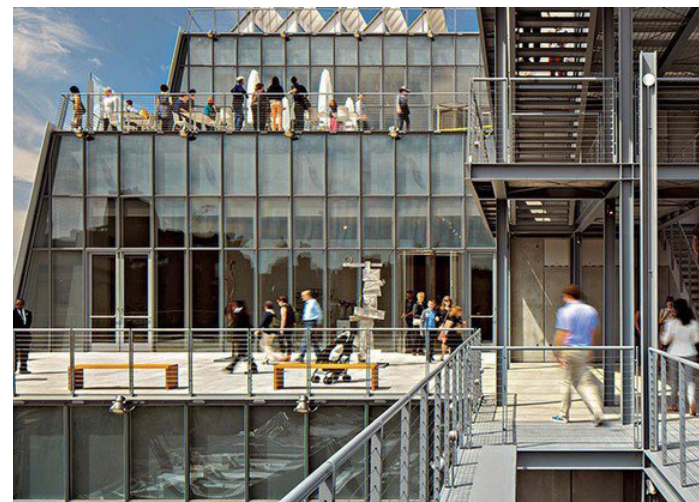


Figure 54: Morgan Library, Chicago

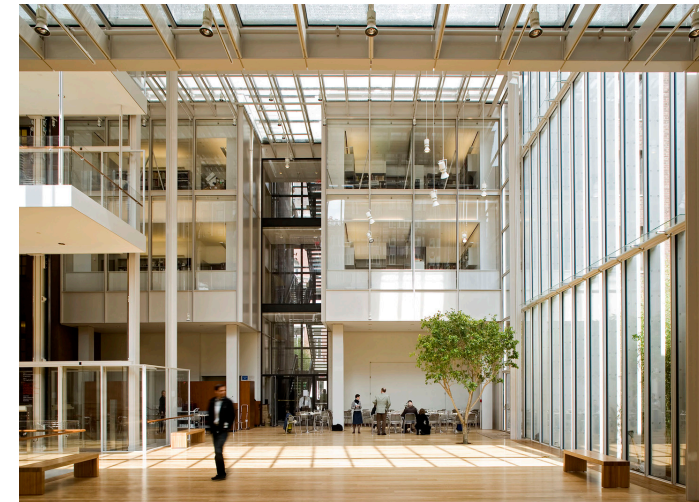


Figure 55: PATH Atrium, Toronto

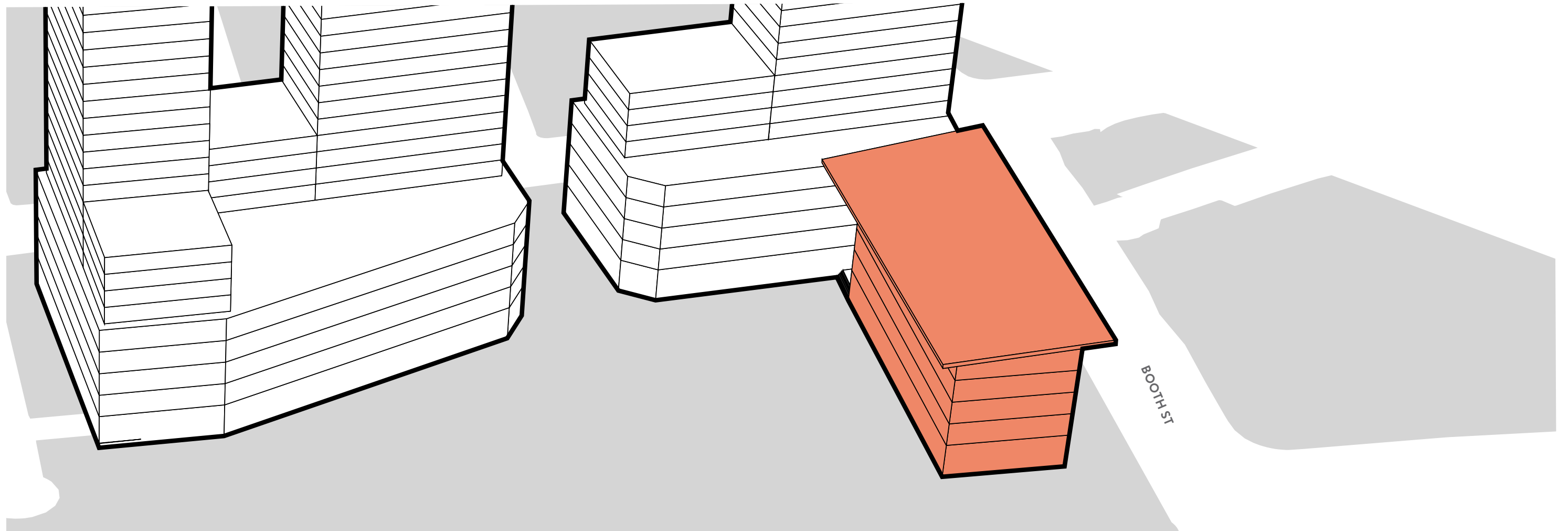


Figure 56: Atrium Connection



Figure 57: Artist Impression of Pimisi Station Plaza

4.11 DEVELOPMENT STATISTICS

DEVELOPMENT SECTION	RESIDENTIAL GFA	RETAIL GFA	COMMERCIAL	INSTITUTIONAL	TOTAL GFA	RESIDENTIAL UNITS
Building 1	21,210m ² / 228,302 ft ²	2,049 m ² / 22,055ft ²	4,098 m ² / 44,110ft ²		27,357 m ² / 294,468 ft ²	212
Building 2	41,082 m ² / 442,202 ft ²	3,805 m ² / 40,956 ft ²	7,610 m ² / 81,913 ft ²		52,497 m ² / 565,073 ft ²	410
Building 3	5,061 m ² / 54,476 ft ²	2,652 m ² / 28,545 ft ²	5,304 m ² / 57,091 ft ²		59,473 m ² / 640,162 ft ²	50
Building 4				19,970 m ² / 215,000 ft ²	19,970 m ² / 215,000 ft ²	
Building 5	3,964 m ² / 42,688ft ²	944 m ² / 10,161 ft ²			7,800 m ² /83,958 ft ²	36
Building 6	11,030 m ² / 118,725 ft ²	2,890 m ² / 31,107 ft ²			14,994 m ² / 161,394 ft ²	110
TOTAL	82,347 m ² / 886,666 ft ²	12,340 m ² / 132,826 ft ²	17,012 m ² / 183,115 ft ²	19,970 m ² / 215,000 ft2	182,091 m ² / 1,960,011 ft ²	818

Assumptions

Average Unit Area: 80 sq m

Area allotted to Core + Amenity: 15%

4.12 PERMITTED USES

/ Amusement Centre	/ Community Garden	/ Library	/ Recreational and Athletic Facility	/ Shelter
/ Amusement Park*	/ Community Health and Resource Centre	/ Medical Facility	/ Research and Development Centre	/ Small Batch Brewery
/ Animal Care Establishment	/ Convenience Store	/ Municipal Service Centre	/ Residential Care Facility	/ Sports Arena
/ Apartment Dwelling, Low Rise	/ Court House	/ Museum	/ Restaurant	/ Stacked Dwelling
/ Apartment Dwelling, Mid-High Rise	/ Day Care	/ Nightclub	/ Retail Food Store	/ Technology Industry
/ Artist Studio	/ Diplomatic Mission	/ Office	/ Retail Store	/ Theatre
/ Bank and Bank Machine	/ Dwelling Unit	/ Park	/ Retirement Home	/ Training Centre
/ Bar	/ Emergency Service	/ Parking Garage	/ Retirement Home, Converted	
/ Bed and Breakfast	/ Group Home	/ Personal Service Business	/ Rooming Unit	
/ Broadcasting Studio	/ Home-Based Business	/ Place of Assembly	/ School	
/ Catering Establishment	/ Home-Based Day Care	/ Place of Worship	/ Service and Repair Shop	
/ Cinema	/ Hotel Instruction Facility	/ Post Office		
/ Community Centre		/ Production Studio		

*Being sought as a permitted use as part of the Zoning Amendment application

5.0 CONCLUSIONS

In considering the proposed amendments and applicable policy framework, it is our professional opinion that the amendments represent good planning and are in the public interest for the following reasons:

CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT

The proposed amendments are consistent with the Provincial Policy Statement which promotes the efficient development of serviced, underutilized lands located within settlement areas. The development of the Subject Property will achieve a greater density and mix of land uses in a pattern that efficiently uses available infrastructure.

CONFORMS TO THE CITY OF OTTAWA OFFICIAL PLAN

The subject lands are designated “Central Area” in the Official Plan. The proposed development concept establishes a diverse range of uses with a suitable diversity to support transit and the Central Area as the cultural and economic centre of the city while ensuring that the primacy of the Parliamentary Precinct is protected.

The proposed amendments will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11, including policies related to building height and massing.

CONFORMS TO THE CENTRAL AREA SECONDARY PLAN

The subject lands are located within the LeBreton Flats character area, where the vision is to establish a community where people can live, work and play in a transit and pedestrian supportive environment. The proposed amendments seek to allow a variety of uses on site while offering pedestrian, cycle and transit supportive infrastructure in the form of large sidewalks and pedestrian routes, room for cycling infrastructure and pedestrian focused plazas, all adjacent to a new LRT Station.

CONFORMS TO THE ESCARPMENT AREA DISTRICT PLAN

The proposed concept is located within the South LeBreton development area and establishes a mixed-use, mid and high-rise development in line with the vision for the development area. The proposed maximum height, tower form and placement are consistent with the design guidelines established through the Escarpment Area Plan and help to improve compatibility with the existing and future context of the site.

MEETS APPLICABLE DESIGN GUIDELINES

The proposed concept generally meets the design direction provided in the Urban Design Guidelines for High-Rise Housing and Transit-Oriented Development. The proposed building takes advantage of a large infill opportunity and allows for flexibility to establish a compatible development in terms of form and design.

THE PROPOSED ZONING IS CONSISTENT WITH THE POLICY CONTEXT

The zoning of the Subject Property is proposed to be amended to a “Mixed-Use Downtown” zone in order to bring the site into conformity with the Policies of the Official Plan and applicable Secondary Plans. The proposal offers the flexibility to allow the site to develop over time and respond to the changing needs of the city.

REPRESENTS GOOD PLANNING

Overall, the proposed concept advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, capitalizing on the proximity to public transit, and contributing to the range and availability of housing, community and employment uses for all ages and incomes.

Based on the above analysis, the proposed development represents good planning and is therefore in the public interest.



Figure 58: View Looking East From Existing Transitway Access



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